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CONTENTS FOR 21 MARCH 1936

	Page
George Washington Bridge, New York	*Frontispiece*
Journal	507
Some Recent Bridges. H. Chalton Bradshaw [*F.*]	509
Vote of Thanks and Discussion	521
Presentation of Sir Ian MacAlister's Portrait	524
The Hongkong and Shanghai Bank, Hongkong. Architects: Palmer & Turner [*FF.*]	527
Review of Construction and Materials	534
Interim Amulree Report	536
Books on Hungarian Life and Art. A. S. G. Butler [*F.*]	539
Book Reviews:	
American Methods of Architectural Accountancy	542
Acts	542
The Destruction of the Mediæval Roof of Aberdeen Cathedral	542
Mahogany	543
Spons' Price Book	543
Cardiff	543
Accessions to the Library	543
Review of Periodicals	544
Public Lectures at the Exhibition of Everyday Things	546
Informal General Meeting	548
Northern Architectural Students' Association	549
Notes	550
Obituaries	551
Allied Societies	553
Membership Lists	554
Notices	557
Competitions	558
Members' Column	559
Minutes VII	560
Architects' and Surveyors' Approved Society	560
A.B.S. Insurance Department	560

GEORGE WASHINGTON BRIDGE, NEW YORK. [*Photo by Ewing Galloway, New York.*

JOURNAL OF THE
ROYAL INSTITUTE *of* BRITISH ARCHITECTS

VOL. 43. 3RD SERIES 21 MARCH 1936 No. 10

Journal

PROFESSOR A. E. RICHARDSON, A.R.A.

Professor A. E. Richardson, F.R.I.B.A., has been elected an Associate of the Royal Academy.

THE AMULREE COMMITTEE'S REPORT

The National Housing Committee, more generally known as the Amulree Committee, have issued an interim report on Housing and Planning policy which we publish in full in this JOURNAL.

The Amulree Committee was formed rather over eighteen months ago as a voluntarily constituted body to examine the vital problem of National Housing in the belief, which has not been misplaced, that their study would be of assistance to the Government in the measures that they were then taking to tackle the housing problem. In their first full report, which was published in June 1934, the Committee stated that at least a million new houses were needed to be let at rents of ten shillings and under, that this need should be met within ten years, and that a determined national effort " could best be realised through the setting up of a Statutory Housing Commission to organise building through Local Authorities and Public Utility Societies." The Commission would have vested in it the existing functions of the Minister of Health so far as these refer to technical problems of execution ; all supervisory and quasi-judicial functions and questions of general policy remaining with the Minister. The mandate and constitution of the proposed Commission was fully stated and a report made on the methods by which the housing effort contemplated could be financed.

The latest report of the Committee refers briefly to the previous reports, and suggests that if the Government's anticipations are fully realised one side of the housing problem—the provision of dwellings for overcrowded populations—should be solved in measurable time. But after that brief reference to their own past work and to the Housing Act of 1935 the Committee plunge into consideration of another side of the housing problem that still remains to be dealt with.

" It is not enough," they say, " to provide a large number of dwellings. . . . It is at least equally important that these dwellings should be built in the right places and in the right relationship to transport facilities, to places of employment and recreation, and to all the other elements which compose the physical pattern of the country's development. Unless the provision of houses is closely interlocked with an efficient system of town and country planning ; the national housing campaign may, by its very urgency, create as many problems as it solves." Thereafter they proceed to their broad conclusion, which they do not attempt to elaborate in detail, namely, that the town and country planning system should be strengthened so that local operations are effectively planned and co-ordinated at the centre. A machinery is needed, they suggest, " through which a policy and a broad master-plan for the physical pattern of national development can be worked out at the centre, interpreted and further elaborated for a comprehensive and workable series of regional units, and imposed as a controlling background and purpose on all local schemes and projects." Such a central organisation could be an integral part of the Ministry of Health or a new body of the " commission " type. The Committee does not attempt to decide which would be best.

The whole report, which is not long, should be studied by architects because, whether or not we complain that only a small percentage of the houses now being built are designed by members of the profession, the profession collectively has a direct responsibility. The influence of a small body of experts can be and is of incalculable value, but the force of their influence

would undoubtedly be greater if it was certain that the whole force of the profession was behind them. The present muddle results in wastage of land, labour and money. It produces ugliness, positive heartbreaking ugliness, which is, it seems deep in the social system which allows such wastage to continue. The minds of Governments may be so full of affairs of international concern that they have no time for domestic concerns such as this ; but that surely points to the need for a body of the kind described by the Amulree Committee, which will be able to relieve the Minister of some of his labours in the initiation and application of a national scheme.

The central control plan as visualised by the Committee is one which will make fullest possible use of the regional control exercised by Local Authorities. The value of regional discretion is great ; the inheritance of our system of local government is something which most people would agree must be retained, above all in such affairs as these which intimately affect local prosperity. The greatest difficulty in the application of a scheme lies not in enlisting the support of the local authorities, but in overcoming the dead weight of opposition to all suggestions, from whatever source, for the imposition of control which must in one way or another limit the freedom of the individual to do what he likes with his own land or factory or dwelling-house. At present it is nobody's business, and nobody with authority knows what may be the extent of damage until it has already happened. A survey is necessary, then a plan, and finally a policy for its application.

Everyday Things

This JOURNAL goes to press a few days before the close of the Everyday Things Exhibition at the R.I.B.A., so, although it is not possible to give the actual total of the attendance, it can be forecast with reasonable accuracy at about 26,000. During the first nineteen days 18,750 people came, in addition to the five hundred visitors to the private view. The full degree of the success of the exhibition can perhaps be gauged from the fact that the International Exhibition in 1934, which was held soon after the building was first opened, had a total attendance of only 8,500, although it lasted two weeks longer. Of the total some 3,000 will have been school children from in and near London. This can suitably serve as an occasion for the expression of our gratitude to the press whose response to the exhibition has undoubtedly been a leading factor in its success.

The first move of the exhibition will be to Bristol, where it is to be opened at the Royal West of England Academy by the President on 18 May. An earlier opening date had been arranged, but unfortunately it has had to be postponed, as some of the rooms of the R.W.E.A. galleries were not available owing to a small art exhibition. The full details of the Bristol Exhibition will be announced later.

Sir Banister Fletcher Prize Essays

Sir Banister Fletcher has offered an annual prize of a silver medal and twenty-five guineas for the best essay written by a probationer or student of the R.I.B.A. who has not passed or received exemption from the Final Examination. The subject of the essay each year will be set by the examiners, and will be within the range of the following syllabus :—(*a*) Greek and Roman ; (*b*) Byzantine and Romanesque ; (*c*) French and English Gothic ; and (*d*) Italian, French and English Renaissance Architecture. For this year the subject is " The influence of Northern Italian Romanesque Architecture on the development of later mediæval building in France and Germany." Essays must be submitted by 30 October 1936. Probationers or students cannot enter for the prize after a period of twelve months from the date on which they passed or received exemption from the Intermediate Examination.

A Gift of Books from Hungary

On another page we record in detail a magnificent gift to the library of a large number of books which we have received through the Hungarian Society of Engineers and Architects. When M. Padányi-Gulyás, the Hungarian delegate to the Centenary Conference, visited the library he expressed his disappointment at the number of books on Hungarian art and architecture in the R.I.B.A. collection, and promised to do what he could to obtain more for us. This generous gift is the result of his representation of our need. Many of the books have been given by their authors, others by the Hungarian Society of Engineers and Architects, and others by individual donors to all of whom, and to M. Padányi-Gulyás in particular, we are sincerely grateful for a gift which has made the R.I.B.A. library the most representative of any in London of this interesting and important section of European Art.

The Prizes Pamphlet

The R.I.B.A. Prizes and Studentship Pamphlet for 1936-1937 has just been published and can be obtained from the Institute for one shilling (1s. 2d. post free). It contains full information about all the various Prizes which are open for competition during the coming year, with, where possible, detailed programmes and the names of the juries.

Cologne—Muelheim

Some Recent Bridges

BY H. CHALTON BRADSHAW, F.R.I.B.A.

READ BEFORE THE ROYAL INSTITUTE OF BRITISH ARCHITECTS ON MONDAY, 9 MARCH 1936.
THE PRESIDENT (MR. PERCY E. THOMAS) IN THE CHAIR.

It is five years since Mr. Maxwell Ayrton read a paper to this Institute on Modern Bridges.* During these five years bridge building has continued on an unprecedented scale both in this country and on the Continent. This is due to the desire to improve communications and, in this country, to the marked increase in road traffic. New conditions have arisen. Heavier loads have to be carried over wider spans, bridges are demanded on sites which formerly would have been regarded as impossible. Steel and concrete have become the generally adopted materials for bridges, and these materials in their turn have given rise to new problems in design.

We in this country have a long tradition in bridge building and no country can boast of more beautiful bridges than ours. Surely then we are justified in demanding that the new bridges shall be more than purely utilitarian structures and that in beauty of design they shall not fall below old standards. Many an old bridge has become an outstanding feature of a town or added interest or beauty to the landscape. In the same way new bridges may make or mar their surroundings. Their siting and sometimes their isolation often give them a prominence far greater than that enjoyed by many an important building. They should be public monuments worthy of the commanding positions they so often occupy.

It is not the purpose of this paper to deal with the repair and enlargement of old bridges or to comment on the fine work such as has been done in Herefordshire under Mr. Jack in preserving and consolidating these old structures. Many bridges are still threatened but many have been saved by engineering skill and by judicious road planning. For example, at Iford the old bridge has been retained and a new one, designed by Mr. W. J.

*R.I.B.A. JOURNAL. Vol. XXXVIII, No. 14. May 1931.

Taylor, in harmony with the bridge it relieves, has been built on a site nearby.

That the Government is fully alive to the artistic importance of bridges is clear from the advice which the Ministry of Transport offers to public authorities charged with these works. Referring to new bridges, the Minister writes :—

> " So far as the strength of such structures is concerned, certain regulations have been prescribed as a condition of a grant from the Road Fund. But it is possible for a bridge to comply with these regulations and yet fall short of the legitimate expectations of the public in the matters of architectural design and suitability to its surroundings.
>
> " The Minister accordingly urges upon all local authorities contemplating the alteration of ancient bridges or the erection of new ones the great importance of securing at the outset reliable expert advice upon the design—not merely from the standpoint of the stability of the structure but also of its proportions and artistic character. Seeing how long a life may be anticipated for public monuments of this class, it will hardly be questioned that every care should be taken to build bridges and form their approaches in a manner which will display the sound judgment of the days in which we live.
>
> " Mr. Hore-Belisha recognises that many bridges pleasing in themselves and harmonious with their surroundings have been constructed by highway authorities, but he is also conscious that during the next few years many other bridges will have to be built or reconstructed, and he feels that it would not be inappropriate if he were again to request the attention of highway authorities to the matter. Like his predecessors, when receiving applications for assistance from the Road Fund he will require to be satisfied that the considerations which he has taken the opportunity to emphasise have been taken into account. There is no reason to assume that their observance will add to the cost of construction and experience confirms that bridges are more frequently criticised for undue elaboration than for well-proportioned simplicity."

This Institute will I am sure be grateful to the Minister of Transport and will applaud his advice and encouragement.

An example of successful rebuilding is the bridge at Abingdon (by Mr. A. E. Cockerton and Col. J. F. Hawkins), which provides a new navigation arch of 60-ft. span. The reinforced concrete structure has been faced with local stone. In its lines and treatment it is admirably wedded to its site and environment.

Abingdon, Berkshire

Since the end of the eighteenth century until the last few years architects had ceased to be concerned with the building of bridges. The introduction of iron and steel led to a period in which neglect of æsthetics went hand in hand with increasing technical skill. Architectural talent was too often employed only to dress up, or worse still, to falsify the work of the engineer. This should not, however, be taken to mean that all engineers were indifferent to artistic possibilities (the achievements of such men as Rennie, Telford, and Brunel are sufficient to contradict this), but their training tended to make them concentrate wholly upon construction. The result of this divorce of bridge building from architecture is regrettable. The problems connected with bridge design must be of special interest to the architect. His training and appreciation of structural form and of materials should fit him to take some share in such work. On the other hand, the practice which has grown up of evolving bridge designs in three separate and successive stages under the hands of (*a*) the traffic authority, (*b*) the engineer, and (*c*) the architect has led to the deplorable practice of calling in the last to " dress up " or " treat " a scheme, the lines and composition of which are already fixed. Such a course is hardly likely to produce satisfactory results, for it is essential that architectural considerations should receive attention at the outset. It is obviously quite possible to lay down traffic limitations which will preclude good engineering, resulting in shapes which architecture cannot recognise. I have noticed that often when such an unhappy arrangement of lines and levels has been evolved, the scheme is said to " offer scope for architectural treatment."

At the same time architects would do well to consider what contribution they are able to make to general problems of bridge design. The task of the engineer is governed by considerations of site, sub-soil, levels, road and river traffic needs, materials and construction, all of which are his special study and must help to determine the type of structure he will eventually arrive at. Architects who fail to appreciate these vital aspects and who wish to impose some pre-conceived solution inappropriate to the purpose are those who have done

Footbridge, Tössteg near Winterthur, Switzerland *Photo by P. Morton Shand*

most to convince the engineer that little or no help is to be found in collaboration. It is therefore imperative that the architect should have some sympathetic understanding of engineering science if his contribution is to be of any real value. It is easy to condemn an unsightly bridge off-hand, but how many architects have the knowledge necessary to understand even a part of the problem which may have confronted the engineer or to suggest a more acceptable solution? On the other hand, engineers are far too prone, in this country at least, to make light-hearted use of architectural features which they have not troubled to understand or appreciate. Such misapplied and irrelevant architectural detail has impaired the appearance of many respectable designs. Both architect and engineer have much to learn from each other, and it would be a pity if in such an important matter the question of professional rights should stand in the way of obtaining the best results.

It has been urged that in the design of present-day bridges the way to success lies in the elimination of all that is structurally unnecessary, leaving the bare bones of the design to express their function.* To realise that this is no unfailing recipe, it is only necessary to compare some of the purely functional erections of the last century with equally efficient productions which have been influenced by consideration of design. In the best work of all ages its functional character is implicit in the structure and no undue effort is made to emphasise it. Many so-called "functionalist" buildings entirely fail to show how they function. The old bridge builders were not interested in showing *how* their designs worked. They felt no objection to structural redundancies if they thought that they added beauty to their works. In the development of architecture the structural elements of one epoch have often been retained as the decorative adjuncts of the next. This, however, does not justify the attempt sometimes made to give a bridge a structural character

* In this connection I should like to draw attention to a paper read to the Public Works, Roads and Transport Congress last year on "The Æsthetics of Bridge Design," by Mr. Ian G. Macdonald—a thoughtful and valuable essay on this subject which it will pay architects to read.

that it does not possess or to drag it, in spite of its real form, into some sort of harmony with adjacent historical buildings.

Present practice is divided as to how far forms evolved in stone construction may legitimately be used as decorative adjuncts to structures of concrete and steel. You will see from the slides that many designers feel justified in applying stone voussoirs to concrete arches; some indeed have gone so far as to apply them to concrete beams. Again, false spandril walls are sometimes used to hide arch construction and are sometimes omitted, either actually to lighten the weight on the arch, or in order to give an effect of lightness to the design. Massive pylons are sometimes provided where they are not structurally necessary, and left out where their weight might have served to pin down the thrust of an arch. The introduction of pylons or piers, sometimes reminiscent of old gateways, often serves to frame the bridge structure or its centre, and can be justified on æsthetic grounds. Some dominant feature at the extremity of a bridge is in many cases a natural way of marking its beginning and end and defining its approaches. In other cases such features may appear irrelevant and a striving after effect. On some sites their omission may give an added feeling of spaciousness and freedom of access.

In every case the design of a bridge must be largely governed by the site and the special peculiarities of the problem. Large scale bridges set in open spaces and rising above or dominating the landscape often present difficulties not comparable with those of smaller structures, which are frequently wedded to small towns and must take their place in an existing architectural setting without disturbing it.

In some instances we find that unity of design, symmetry and balance have had to be sacrificed either on account of river conditions, which have imposed varying spans or of road levels which have involved a sloping parapet. An even more difficult set of conditions is when a bridge has to cross road, river and railway in varying spans. Even such difficulties need not rob a bridge of all æsthetic merit.

. . .

In discussing modern bridges it will be convenient to divide them into two main groups: (*a*) those of concrete, and (*b*) those of steel, subdividing these groups according to types.

Twickenham Bridge — *E. Maxwell Ayrton [F.] and Sir Owen Williams*

CONCRETE BRIDGES

The bridge at Wansford (by Sir Owen Williams and Mr. Maxwell Ayrton) is built of concrete without any reinforcement, and is, I believe, the only recent example of this ancient method of construction. The three spans measure 50 ft., 109 ft. and 50 ft., and the arch spandrils are open. Unlike Roman use, the surface of the concrete is left unfaced but chiselled.

Reinforced concrete, as we understand it, was invented by the Frenchman Monier in 1865, and was first used for a bridge in this country in 1902. It combines the strength of concrete to resist compression with that of steel to resist tension, while its adaptability gives it many advantages. Its use has given a flexibility and lightness to building forms which is very different from the effect obtained by mass concrete. Here are two examples of footbridges, one at Tössteg near Winterthur, in Switzerland, designed by M. Robert Maillart, which is of 131 ft. span, and another at Stockbridge of 98 ft., both of which exhibit elegance and grace achieved with the minimum of material. Such examples as these and others from the Continent show that lightness is an essential if full advantage is to be taken of reinforced concrete construction. The piling up of concrete merely because it is cheap has little to recommend it and increases the load to be carried as well as the cost of the structure.

The quality of reinforced concrete has improved in the last ten years, and full advantage has been taken of its present possibilities by Continental designers who have used it to bridge spans of quite startling dimensions. In practice it has been found that the greatest simplicity has produced the best results, and that restraint in its treatment is the surest method of achieving beauty. The casting of this plastic material into forms which originated in stone, must prove unsatisfactory. In a short time the surface disintegrates and a general shabbiness follows, while the ease with which it can be cast is often a temptation to use it like icing on a cake.

In this country there has been considerable diversity in the treatment of the surface of reinforced concrete. It is sometimes faced with brick or stone, sometimes left untouched from the shuttering or bush hammered to expose special aggregates. It may also be faced with synthetic or artificial stone or treated to look like stone either by tooling or wire brushing before dry.

One of the advantages claimed for reinforced concrete is that even when unfaced no cost need be incurred for upkeep or maintenance. Cracks, crazing and discoloration are, however, defects which have not always been overcome.

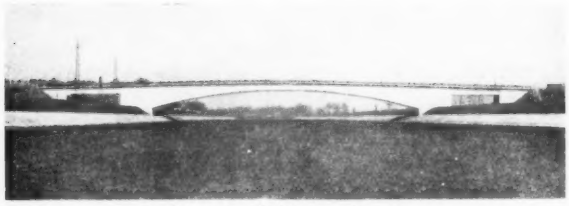
(i) ARCH

The three bridges over the Thames, at Chiswick, Twickenham and Hampton Court, all completed in 1933, are of reinforced concrete. Each has three river spans varying from 90 ft. to 150 ft. Chiswick, for which the architect was Sir Herbert Baker, is faced with Portland stone. Hampton Court (Mr. W. P. Robinson and Sir Edwin Lutyens) is faced with brick with Portland stone dressings, its proximity to the Palace having quite properly governed the selection of materials. The arch rings, which are of concrete, are left unfaced. Twickenham (Mr. A. Dryland, associated with Considère Constructions, Ltd., and Mr. Maxwell Ayrton) is of unfaced concrete. This bridge is notable for the great care and study given to its finishings by the architect. The river arches have three permanent hinges, which are marked by decorative bronze cover-plates at the crown and springings. Ribbed shuttering was used for the piers and abutments, the concrete being hacked to give the effect of coarse tooled masonry. Other visible surfaces are bush hammered and premoulded blocks were wire-brushed within twelve hours of casting. The balustrade is of bronze.

The new Spey bridge (Messrs Blyth and Blyth) is simple and has good lines. It is a three-pinned arch of reinforced concrete of 240 ft. span. A special colouring mixture was used on exposed surfaces, which are all bush hammered.

New Spey Bridge, Grantown-on-Spey

Oich bridge at Inverness (Messrs. Blyth and Blyth with Messrs. Mears and Carus-Wilson) is of the spandril filled type, with three pointed arches of



Bridge over the Neckar, near Heilbronn, Germany

58 ft., 66 ft. and 77 ft., which have ribs with cast steel hinges and mild steel pins. The surfaces are bush hammered.

The Invergarry bridge (by the same designers) has a ribbed arch of 111 ft. span. It is finished in buff cement, the sides and soffit of the arch ribs being bush hammered. Temporary hinges were introduced at the crown and springing during construction.

Kiachnish is an arched bridge formed by cantilevers.

The three-span flat arched bridge at Libraschid is interesting as an example of moderate span (88 ft.). It is one of many new bridges built in Albania.

The bridge at Tavanasa, over the upper Rhine,* which was built 30 years ago by M. Maillart, is an interesting type of hinged arched bridge (167 ft. span), in which the open spandril has constructional justification, and in which the thickness of the arch diminishes to its points of support.

The bridge at Heilbronn, over the Neckar, built in 1932, is a striking example of a three-hinged arch with cantilever arms. It has the huge span of 368 ft.

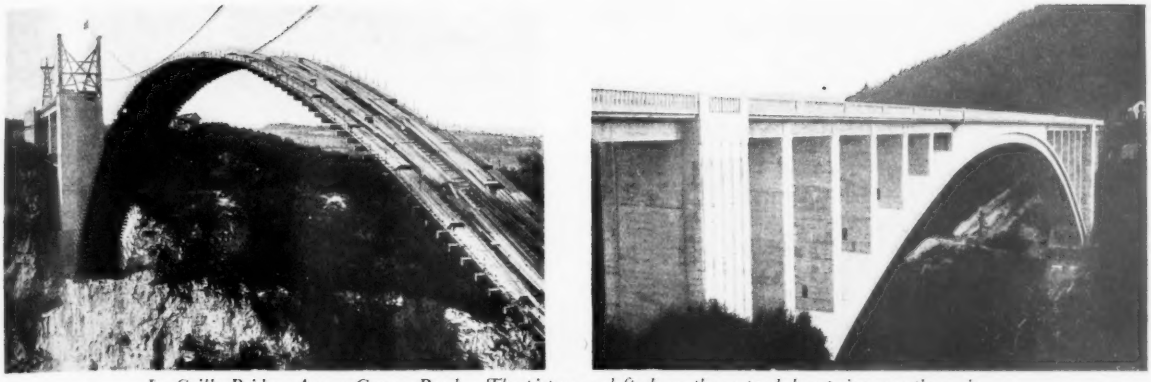
The bridge of La Tournelle (Pierre and Louis Gurdette), across the Seine, finished in 1928, has an arch of 242 ft. span, and is faced with stone.

(ii) ARCH: OPEN SPANDRIL TYPE

Of the larger span concrete bridges, mention should be made of that at Berwick-on-Tweed, completed in 1928, which has spans varying from

* This bridge was swept away in 1927 by an avalanche.

Bridge on Upper Rhine at Tavanasa, Switzerland [Photo by P. Morton Shand



La Caille Bridge, Annecy-Geneva Road. The picture on left shows the suspended centering over the ravine

167 ft. to 361 ft.—the largest reinforced concrete bridge in this country.

The example at Scarborough (Messrs. Mouchel and Partners and Mr. H. W. Smith), completed in 1932, has a span of 155 ft. across public pleasure grounds.

When Mr. Ayrton lectured on this subject in 1931, he showed illustrations of the construction of the great bridge at Plougastel in Brittany (by M. Freyssinet), a three-span structure, with arches each measuring 623 ft.

This achievement by M. Freyssinet has recently been surpassed by one metre at Traneberg, Stockholm, in the bridge which crosses Lake Malar in a single span of 627 ft.—the largest span yet built in reinforced concrete.

The bridge at Laifour, over the River Meuse, was completed in 1934. It is a three-pin hollow-ribbed arch of 393 ft. clear span. (It was designed by MM. Besse and Rouelle, of the French Ponts et Chaussées and cost £11,000 to build.) The design "attempts to preserve as nearly as possible the general lines we are accustomed to find in a bridge," instead of following the actual form of its hinged construction.

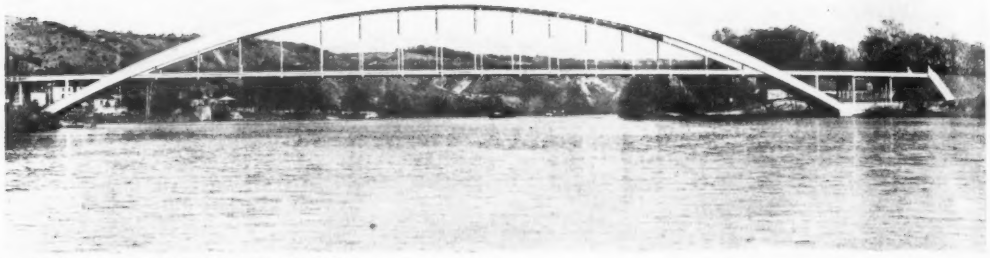
The beautiful bridge of La Caille, between Annecy and Geneva, over the River des Usses, is remarkable for its dimensions and for the dramatic methods of its construction. It was required to replace a suspension bridge which was inadequate for traffic, across a ravine 460 ft. wide and 330 ft. deep, from the bottom of which it was not possible to erect scaffolding. From two masonry piers about 100 ft. high built on each side of the ravine, steel cables were stretched across. Above these an aerial cable way carried workmen. To the cables were attached slings of regulated lengths from which transverse timbers were suspended. With these timbers an arch of 410 ft. was built—in itself a remarkable feat—in the form of boxes into which concrete was poured in three different layers. When this arch was constructed vertical piers were erected upon it to support the decking of the road. This spectacular process of construction resulted in a bridge of striking beauty. The engineers responsible for the design were MM. Pelnard, Considère, and Caquot, to whose London office I am indebted for these and other photographs.

The Pont du Sautet, by the same engineers, presented a similar problem, which was dealt with by building up the centering vertically and then hingeing it into place. The span is a little over 260 ft.

(iii) Bow-String

It can be claimed for the bow-string bridge that it offers no obstruction to river traffic, no danger of scour and is economical in avoiding foundation works in the river. On some sites, however, its shape looks clumsy and inharmonious, especially in a flat landscape.

The most important of recent reinforced concrete bridges of what may be conveniently called the bow-string type is that at La Roche Guyon over the Seine (MM. Boussiron and Esquillan). It has a clear span of 528 ft., and is the longest suspended platform type yet built in concrete. The twin bow-strings are cross-braced by a kind of trellis. It is a notable achievement—more beautiful than its predecessor in type at Conflans-Fin d'Oise (413 ft.) and



La Roche Guyon Bridge, Conflans-Fin d'Oise

of greater span than the well-known St. Pierre du Vauvray (432 ft.).

(iv) CANTILEVER: SUSPENDED SPAN

The Grossmehring bridge on the Danube is an example of a three arch, suspended span in reinforced concrete. The arches are 138 ft., 200 ft. and 138 ft. The footways are cantilevered out and the balustrade is of iron. At Bamberg over the Regnitz, there is a similar example (92 ft., 147 ft., 92 ft.) of the hinged cantilever type, with a suspended span of about 80 ft.

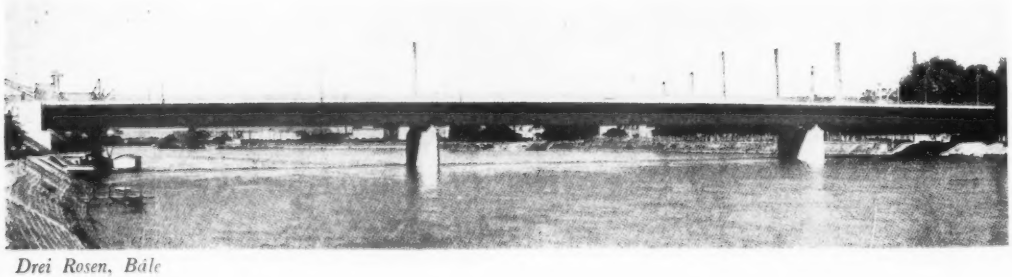
The three-span bridge at Branson (by M. Sarrassin), over the upper Rhône, which has a solid parapet, is a beautiful example of a recently constructed bridge in reinforced concrete.

(v) BEAM

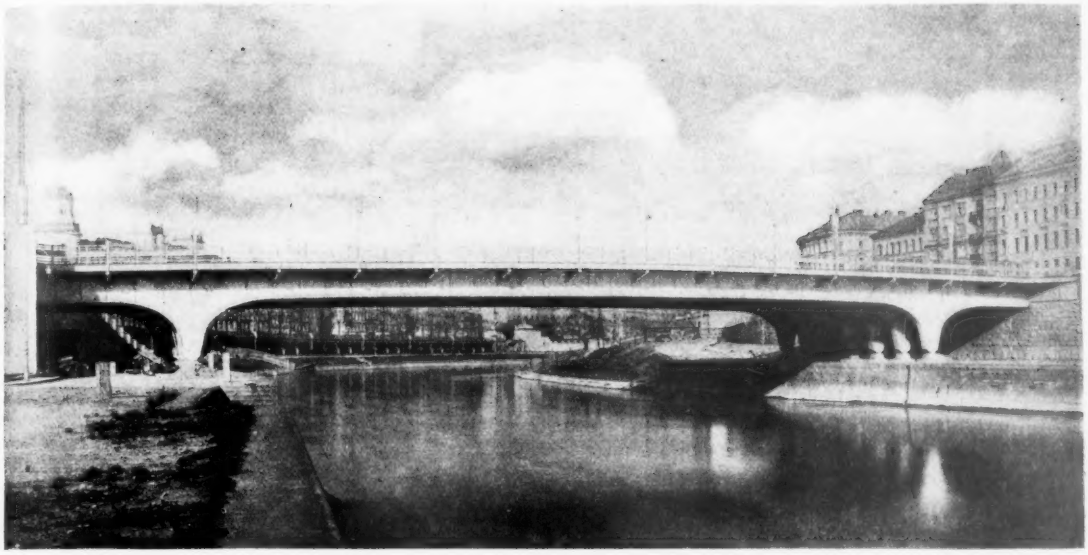
The large span girder bridge in reinforced concrete has so far hardly proved an artistic success. The Geo. V bridge at Glasgow is a notable engineering work, and the spans are 110 ft., 146 ft. and 110 ft. Granite facing is used in such a way as to suggest that the bridge is of arched construction. The Lafayette bridge, over the railway at the Gare de l'Est, in Paris, has lattice girders of 250 ft. span, and while interesting and efficient as an engineering operation, cannot be called beautiful.

The largest spans in reinforced concrete girders are small compared with those in steel. In Germany, where a number of important girder or beam bridges have recently been erected, steel is preferred.

Sophienbrücke, Bamberg, Germany



Drei Rosen, Bâle



Augarten, Vienna

STEEL BRIDGES

The substitution of steel in rolled sections for the wrought iron girder in the last half of the 19th century gave a great impetus to the use of metal for bridges. There still, however, exists in this country a prejudice against its employment, except in industrial areas—a prejudice which can no longer be justified in the face of recent examples which show conclusively that steel construction in no way precludes graceful lines. Steel has a great advantage in that its composition and capabilities can be calculated within narrow limits of accuracy. This combined with the necessity for much less site work makes for economy. The quality of modern steel permits greater working stresses, reduces dead weight and makes economies in long span beams possible. While great spans may be bridged in concrete, far greater spans can be bridged with steel.

In Germany a number of important bridge structures of pleasing appearance have been built of normal mild steel, while high tensile steel, chrome and copper steels have also been extensively used.

The complicated requirements of road and river traffic may often be met most adequately by the use of steel. There are, in fact, few cases where its use cannot justifiably be considered as an alternative to other materials. It is true that its cost of maintenance, i.e., painting, often militates against its adoption. On the other hand, concrete and other materials suffer disintegration and require repair.

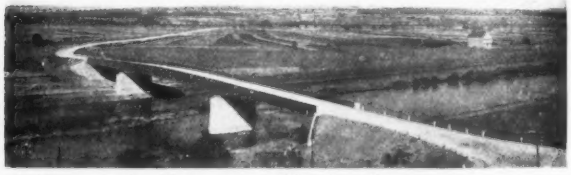
(i) GIRDER

The international competition for the Drei Rosen bridge, over the Rhine at Bâle, produced 76 designs. The conditions required a bridge with a clear opening of not less than 262 ft. in the middle of the river, with a clear height above highest navigable water level of 23 ft. About one-third of the competitors chose steel web girders of two or three spans, another third concrete arches of one or three spans, and the remainder steel trussed girders, steel arches of one span, concrete girders of three spans, and a suspension bridge. The first place was awarded to Professor Salvisberg, of Zurich, whose design is a girder bridge of three spans (246 ft., 345 ft., 246 ft.). The depth of the web at the piers is 15 ft. 3 in. and 13 ft. $3\frac{1}{2}$ in. elsewhere. Its advantages were economy in construction and the minimum of false work in erection. The greater part of the

centre span was built out in position as a cantilever from either bank, leaving a gap of some 10 ft. in the middle which was easily filled. The bridge was completed in 1935, having cost £112,500 at par.

The bridge at Dresden over the Elbe, which is a continuous all-welded deck plate girder, has spans of 213 ft., 377 ft., 213 ft. and 131 ft. It is of high tensile steel (S.T. 52). The footways are cantilevered, giving a width of 55 ft., and provision is made for widening at a later date—the pier foundations being designed for that purpose. The depth from the roadway level to the underside of the girders is 6 metres.

The Hindenburg bridge over the Neckar at Wimpfen is of similar type, but has no projecting footways. It is of high tensile steel [S.T. 48]. The central span is 230 ft. In the case of the Mannheim bridge over the same river (built of high tensile steel in 1926), the spans are 180 ft., 282 ft. and 180 ft., and there is a slight curve to the underside of the girders.



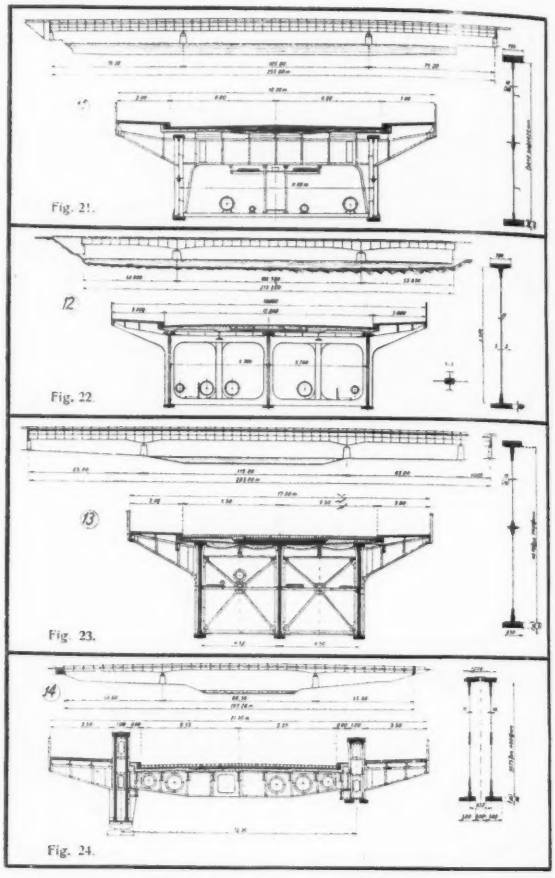
Bridge over the Neckar, near Wimpfen, Germany

The Billebrock bridge at Hamburg has two spans of 89 ft., while that at Buchs over the Rhine is another example which has smaller spans.

The bridge at Augarten, Vienna, which has continuous plate girders of high tensile steel, has a central span of 180 ft. It is one of the most attractive of modern bridges, for it not only offers an adequate solution of its problem, but its lines and general treatment contribute to an effect of efficiency and beauty.

(ii) Cantilever: Suspended Span

The flat arch cantilevered bridge, which has a portion of the central arch suspended by cantilever arms, involves less stress than three spans of the same length. When carried out in steel the low continuous lines not only give a pleasing effect, but offer a solution to that ever-recurring problem



Sections through steel bridge roadways. Reading from top: Bâle, Drei Rosen; Bâle, Drei Rosen; Dresden; Mannheim. From "Ass. Int. des Ponts et Charpentes, Mémoires 1932." Vol. I.

where the road levels are near the high-water mark, and where the maximum opening is required for river navigation.

I think that you will agree with me that this design for a bridge in the Fen country has very satisfactory lines. The illustration has been kindly lent to me by the British Steelwork Association, to whom I am also indebted for a number of other pictures.

The new Wandsworth bridge will be of this type and will have a central span over the Thames of 283 ft. Fladbury (Mr. B. C. Hammond) has spans of 50 ft., 100 ft. and 50 ft., with cylinder piers, and the bridge at Sleights, Whitby (Mr. R.

Sleights Bridge over ***L.N.E.R.*** *and River Esk, Yorkshire*

Sawtell), has spans of 60 ft., 145 ft. and 60 ft., 67 ft. of the centre span being suspended. This bridge crosses the River Esk and adjoining railway lines.

A Continental example is to be found at Oppeln over the Oder, where the largest span is 190 ft. It was erected in 1933.

(iii) PORTAL FRAME

The steel frame or portal type of bridge has obvious advantages for certain sites. It has been employed for concrete as well as steel. At Wisbech there is an example of a 92 ft. span.

At Cannstadt there is an interesting example of a two-hinged frame. Here the span is 230 ft., and it will be seen that the depth of the web has been reduced in the middle of the span. The

Wilhelmsbrücke, over the Neckar, Cannstatt, Germany

main girders are of high tensile steel and the rest of normal mild steel. At Yonkers, in New York, there is another bridge of this type with a span of 115 ft.

(iv) HINGED ARCH

At Wehlen, over the Moselle, there is a simple and unadorned steel span of 433 ft.

The recently completed bridge at Millheugh, over the River Avon (Mr. W. A. Chapman), consists of a single span of 86 ft.—a three-hinged arch with open spandrils and reinforced concrete deck.

Lambeth bridge (Sir George Humphreys and Sir Reginald Blomfield) is composed of five spans of two hinged steel arches, varying from 125 ft. to 165 ft., which spring from granite-faced concrete piers. The arch spandrils are covered with steel plates.

(v) BOW-STRING

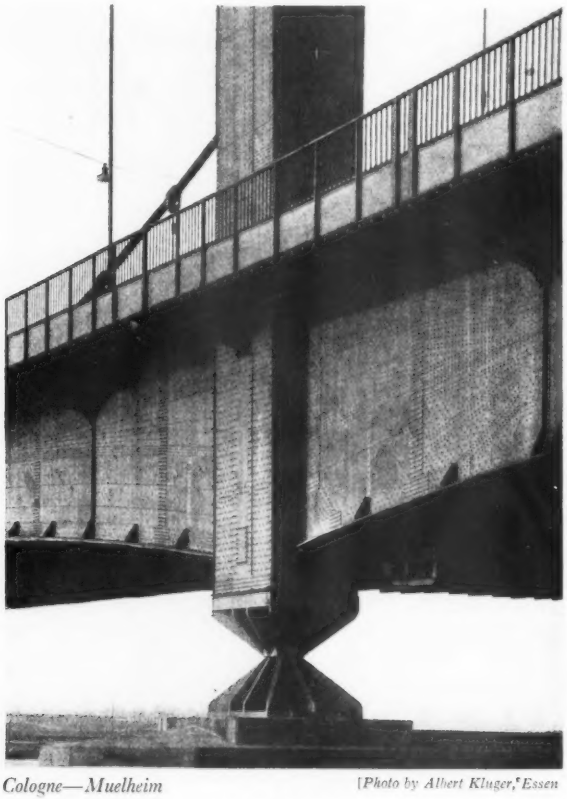
The largest steel span in England is that of the new bridge at Newcastle-upon-Tyne. The arch measures 531 ft., and is hinged at the springing. This method prevents possible spread, but is only used when unequal settlement is not anticipated. The famous bridge at Sydney Harbour (Messrs. Dorman Long and Sir J. J. Burnet and Partners) has a span of 1,600 ft. Other bridges of this type have recently been built at Cracow, in Poland, and at Kehl, over the Rhine, in Germany.

(vi) SUSPENSION

Lastly we come to the suspension type, which, to my mind, has produced the most beautiful

Wehlen, Moselle, France

and most impressive modern bridges. Employed, as they are, to bridge large spaces, their lightness gives to the eye a particularly satisfactory combination of delicacy and daring—an effect which is lost when superfluous substance is introduced.



Cologne—Muelheim [Photo by Albert Kluger, Essen

See also headpiece

A very striking and successful example of such a bridge is that over the Rhine at Cologne-Muelheim. The history of the Muelheim bridge is interesting. In 1926 the administration examined 38 designs for a bridge with a clear opening of not less than 656 ft. from the Muelheim bank. Arched designs were the most numerous, suspension next. The prize was awarded to a design of bow-string type, with a span of 1,093 ft. It is interesting to read that after protracted discussion the City Council, on technical as well as æsthetic grounds, discarded this design in favour of a steel suspension bridge. The bridge was finished in 1929, and is the largest cable suspension bridge in Europe. Its beauty lies in the direct expression of structural principles, and in an outline and detail of the greatest simplicity. The main span is 1,033 ft., and the side spans 300 ft. There is no question of a ratio of 2 : 1, and the cable is segmental in the centre and straight at the sides, as the lateral openings are spanned by girders not suspended from the cables. The central span has a slight camber. The pylons are connected at the top by horizontal bracing. The roadway is 56 ft. 6 in. between the curbs, with double tramlines in the centre and the footpaths are bracketed out. The headway is 29 ft. 10 in. above the highest navigable water. The road gradient is 1 : 47.

The new Chelsea bridge over the Thames is to be a simple steel suspension bridge of 332 ft. span. The pylons are not to be braced together laterally.

At Vestfold, in Norway, a highway suspension bridge of 558 ft. span was completed in 1933. The principle of its construction is similar to that at Muelheim—the ends of the bridge being supported on upright girders and the cables being taken from the pylons and anchored straight to the ground.

From the foregoing you will have seen how the quality of modern materials, together with the increasing skill of the engineer, has made possible the bridging of ever greater spans. We have 531 ft. at Newcastle, 627 ft. at Stockholm, 1,033 ft. at Cologne, and 1,600 ft. at Sydney.

From America come the last two bridges I shall mention, which are the largest in the world. The George Washington Bridge at New York, which links Manhattan with New Jersey, and which has recently been opened to traffic, has a span of 3,500 ft.—twice the length of Sydney Bridge. The towers are 625 ft. high. The whole is painted a battleship grey. Its austere beauty can be gauged from the photograph.

A clear span of 4,200 ft. will be the dimension of the new Golden Gate bridge at San Francisco. The pylons are equal in height to a sixty-storey skyscraper, and into each of the cables have been spun over 25,000 wires. The road will be suspended at a height of 200 ft. above the water. When completed it should equal or even surpass the George Washington bridge in impressiveness.

These, briefly, are some of the latest achievements in bridge building.

Vote of thanks and Discussion

Mr. JOHN D. WATSON, President of the Institution of Civil Engineers: This is the first meeting of your Institution which I have had the pleasure of attending. I have enjoyed it very much, and I shall remember your kind hospitality with gratitude.

The paper by Mr. Bradshaw has been most informative. I have listened to it with great interest, and hope that it will fix itself upon my memory. The lantern slides have been unusually good, indeed I cannot recall a better illustrated paper. It gives me great pleasure to move that a hearty vote of thanks be accorded to the author.

My work has been associated with waterworks, sewerage and sewage purification, bridge building having formed but a minor part of my professional work. At the moment, however, I represent many members of the Institution of Civil Engineers who are prominent bridge builders, and who would have been better able to comment on Mr. Bradshaw's paper than I. I shall not, therefore, spend more than the five minutes you allocate to a vote of thanks.

At the same time when an engineer sees these beautiful illustrations, he is inclined to be conscious that his training has led him to attach too little importance to the grace and appearance of a bridge.

I was a pupil of the Waterworks Engineer of Dundee when he laid a cast-iron water main across the first Tay Bridge, the collapse of which in 1879 resulted in the death of 80 people, including the railway officials. I attended the Government Inquiry which was held immediately after the disaster, and it may be that I was unduly impressed and influenced by the tremendous responsibility which rests upon an engineer who is called upon to design and construct a bridge. Notwithstanding my association with the first Tay Bridge, I have to acknowledge that the æsthetic side of the design is also of considerable importance.

I ought not to resume my seat without saying that I have appreciated the good-fellowship which I have found here. It is good that the architect and engineer should get to know each other better, for although misunderstanding is sometimes inevitable, we can help each other very much by working in harmony.

Sir CHARLES BRESSEY, C.B., C.B.E.: It gives me great pleasure to follow the President of The Institution of Civil Engineers and to second this vote of thanks. I am bound to say that the trepidation which any engineer must feel in entering this immaculate hall of pure art has been very much mitigated in my case by the extraordinary tone of geniality, not to say charity, which has been adopted by Mr. Bradshaw. Anyone who has to do, in however humble a capacity, with engineering, is accustomed to criticism from the artistic side which I am bound to say does not often verge on charity. I expected to hear the usual terms trotted out to-night—"vandalism, desecration, violation of our heritage," and the other phrases which always crop up in the press as soon as the unfortunate engineer is given a job to do. Mercifully we have been spared that; I looked through this paper with some care, and not one of those clichés did I find. That was an enormous relief to me, and I am correspondingly indebted to the author for the kindly way in which he has put this subject before us.

I notice in the paper a reference to the relationship between architects and engineers in the eighteenth century, and even earlier. I suspect that when we go back a century or two the dividing line between the two professions was extraordinarily slender. Take, for instance, the case of Telford, who as an engineer designed what I still believe to be the most beautiful bridge in the British Isles. You will find that occasionally he was not averse to undertaking a task which normally falls to an architect. It is not generally known that he designed and carried out the construction of the parish church at Bridgnorth. Listen to what he provided there—"an external elevation which was in the pure Tuscan style. The interior was in elegant Ionic. The building was capped with a delightful Doric cupola, replete with a clock and bells." He, of course, was only an engineer, but what architect of his day could have given you better value for your money, or greater variety for your money, which is what the general public really desires?

When you get back to simpler days, you find that the architect and the engineer were really merged, and the most appropriate title, which is still preserved in Scotland, would be "master of works." It was under that method that the best work of the late Middle Ages was carried out. I hope that one day the architects and the engineers will be sufficiently merged to perform the functions that can best be fulfilled by a master of works.

In spite of the general tone of charity which prevailed during the paper, I heard a note of deprecation with regard to bow-string bridges. It was said that they were inharmonious. Why? If the bow-string bridge is the most practical solution of a practical difficulty, why denounce it as inharmonious? Does not that merely mean that no tradition has yet been created which embraces the bow-string bridge? As soon as the bow-string bridge has been hallowed by tradition, people will regard it as one of the most beautiful forms of structure that has ever been placed before the public.

We hear a great deal about delicacy and restraint. Are not we a little too fond in England of restraint and

drabness? In these days, when most of our worthiest citizens walk about in trousers which are baggy at the knees, is it not a good thing that occasionally we should have some structure with a slight touch of gallantry, of bravado, about it? When we have a great bridge which marks the boundary of a city, or connects two counties, why should not we indulge—(I do not say that the Road Fund will make a grant towards it !)— in some structure which has just a dash of gallantry and bravado; where the Lord Mayor, arrayed in his robes of office and attended by the Sheriffs can advance to meet the Royal party crossing from the other side, with flags flying and trumpets blowing? There is something to be said for that note of bravado, in spite of the traditional restraint which always prevails in England, and which places a five-minute time-limit on speeches at this time of night !

Mr. J. S. WILSON, M.Inst.C.E. [*Hon. A.*]: I came here expecting to hear a delightful presentation of this problem of bridge design by an eminent architect, and, as a humble engineer who aspires to do a certain amount of bridge design, I came, as all engineers should come to this hall, to learn from the architect. Mr. Bradshaw quite rightly illustrated his paper by showing us a number of very beautiful designs, but the average engineer has usually to face a very definite set of problems, and Mr. Bradshaw hardly touched on those, although he did refer to one or two.

Although the engineer realises the opportunity which is afforded him when he gets a bridge to design, and realises that he may occupy the high plane of the architect and provoke the criticism of the architect, yet when he does have the opportunity to design a bridge he generally finds that the conditions are so definitely fixed and inflexible that any romantic ideas as to design which he may cherish have to go by the board.

The great majority of bridges built at the present time are reconstructions governed by very definite conditions. A bridge over a railway, for instance, has the roadway on either side, with definite levels, the railway, with its definite level and a definite height above the rails to allow for the passage of the trains. The inclination of the road over the bridge is definitely fixed, and there is a certain load to carry. Those are sufficiently inflexible conditions, but the bridge also has to carry other things besides vehicles and pedestrians; below the pavements must be an extravagant number of cables and wires, and, worst of all, colossal pipes. It is the pipes which interfere most seriously with any ideas of design.

For instance, you may have a pipe of 2 feet 6 inches, for which, when you have considered strength and everything else, you have about 2 feet in which to put it. We all know that a gas pipe 2 feet 6 inches in diameter is something which ought to be out of sight, and generally it is out of sight. The functionalist might be prepared to put it on brackets outside the bridge, but that is not what we expect to find, although I have remarked before that one of the outstanding features of many modern buildings is a display of elaborate drain-pipes. So far as the construction of a bridge is concerned, however, these pipes have to have serious consideration; you have to provide for them, and that necessity governs everything that you do. The engineer comes here in the hope of receiving a little help.

Another point which arises is that steel is a corrodible and rapidly-deteriorating material in the average atmosphere, and one of the methods of protecting it in use at present is to cover it with concrete. How can we treat the steel when it is covered with concrete so as to avoid sham and misrepresentation and make-believe? The broad view with regard to the structural and other aspects of the matter would require that we should show, in some way or other, that there was steel behind the concrete, but I do not see quite how that is to be achieved. Mr. Bradshaw showed us a picture of the bridge at Abingdon, where a concrete arch has been faced with local stone. Is that really permissible, from the broad view of functionalism? It is a concrete arch, and surely the facing suggests that it is made of this local stone. From that point of view it is very difficult for the engineer to decide on what ought to be done in order to receive the approbation of the architect. I think that the architect, when he sees the efforts of the engineer to deal with these problems, ought to regard the engineer who does make the attempt as a functionalist, and, as a functionalist, one who is attempting to do the impossible.

Mr. GILBERT H. JENKINS [*F.*]: There is one small point with regard to bridge-building which it may be of interest to mention. Many steel bridges have been illustrated this evening, but it appears to have been forgotten that Telford put up the Menai Suspension Bridge and never painted it, and it went on for eighty years in perfectly good condition, except where the head of the suspension rods ground on the bolts holding them. Telford adopted a simple means of avoiding painting; he heated all the iron up to black heat and plunged it into oil, which had the effect of making the iron look rather like what architects call "armour bright." Sir Frank Baines showed me one of the suspension rods which had been cut out of that bridge when it was decided that they were sufficiently worn to warrant renewal, and the wrought iron appeared to be as clean and new-looking as when Telford put it in eighty years before. I thought that might be of interest to the engineers present, because it seems to suggest a means of preserving the steel without having to paint it.

Mr. Wilson referred to the difficulty of dealing with pipes. If a bridge has a depth of two feet available for pipes, and a main 2 ft. 6 in. in diameter has to be taken across it, why not substitute two 1 ft. 10 in. mains? That seems to me a simple way of getting over the difficulty.

Sir GILES GILBERT SCOTT, R.A. [*P.P.*]: I want to say a word of thanks to Mr. Bradshaw for his admirable paper and for his illustrations, which included some most remarkable examples of engineering skill combined with a refined æsthetic sense of line. I do not know whether this is to be attributed to the increased æsthetic sense of the engineers or to the participation of architects in the work. I am thinking more especially of the very slender bridges of vast span which we have been shown—the suspension bridges, the bow-string bridges and the very slender arch bridges. I always think that these very slender bridges, the slender arch bridge particularly, are most suitable as pedestrian bridges, where it is possible to get the most amazing slenderness, owing to the fact that weights are small and vibration does not matter so much.

The question of facing concrete bridges with other material is interesting. Concrete is not a very satisfactory material for standing up to the weather, and, although it looks very charming at first, it has a way of becoming very depressing

and grubby in the course of a few years. This is a fault in concrete which I think that the functionalists ought to tackle. It is not good enough to make a material which lasts only a few years; this question of the preservation of concrete facing has to be tackled. A number of experiments is being made, but the problem has not really been satisfactorily solved. At the present moment there is no doubt that, as a pure facing material that will stand up to the weather, a good stone is better than concrete. The question then arises whether we should not use stone as a veneer, as a purely protecting material to protect the concrete against the weather. I see nothing illogical or unfunctional in that; it merely comes to this: does the stone stand up to the weather better than the concrete? If so, use it as a material to withstand the weather. That is pure functionalism. In using it in that way, however, you must use it as a veneer and not as a constructional material. Provided that you do that, I see nothing illogical in using stone in that way.

Lord CRAWFORD AND BALCARRES [*Hon. F.*]: I have the qualification, rarely enjoyed amongst this audience, of being neither engineer nor architect, and that carries with it the advantage of complete impartiality. I have been waiting to hear some exposition of the relations between those two "functionaries," as Mr. Wilson might call them. I think that they have treated one another to-night with great deference and respect. I had hoped to hear a closer relation to functionalism than either has shown us this evening, but clearly they do not want to define their respective relations too closely.

You cannot define the relation between architect and engineer; you can only give examples. I will give you an analogy from the world of business. A son asked his father to define commercial morality. The father replied: "It is indefinable; but I will give you an example. If I lend a man £100, and he repays me £135, a problem of commercial morality at once arises: Ought I or ought I not—to tell my partner Ikey?" I will apply the moral between Architect and Engineer at an appropriate occasion!

Mr. W. K. WALLACE (Chief Civil Engineer, L.M.S. Railway): I think that the fact that the Institute has asked engineers, and in particular railway engineers, who are supposed to be the supreme vandals of their profession, to this building shows that civilisation is spreading among the architectural profession. I have very much enjoyed your hospitality, and I have spent a most pleasant evening listening to the paper and looking at the slides which Mr. Bradshaw has shown us. These illustrations, however, tend to produce a certain feeling of sadness, in that it is so seldom that one has such chances oneself. In this country, as has been said, most of our work consists in replacement, which has to be along lines which are rigidly fixed. Mr. Jenkins, who suggested using two 1 ft. 9 in. mains instead of one of 2 ft. 6 in., has never put that proposal before gas engineers. Nothing enrages them more; they become positively offensive if any such suggestion is made!

It is necessary to have an adequate depth of floor with the modern loads which have to be carried on the roads, and in my own case the bridge usually crosses a busy line of permanent way where there is the minimum head-room. If one tries to get a thicker floor by raising the level, the local authority at once objects on the ground that raising the level of the road will interfere with the access to shops and so on, and then they go to the Ministry of Transport, where they are aided and abetted in their nefarious activities. The result is a thoroughly unsatisfactory job, and one is left with the feeling that people who see it will say "Ah, an engineer did that!"

At the same time, it is exceedingly helpful and interesting to see what others have done when they have had a free hand, and to see the wonderful advance which it has been possible to make with new materials and methods and with designs of all kinds, from plate girders to suspension bridges. I hope that we shall have a very large suspension bridge in this country when the projected bridge over the Severn is built; I understand there may be a bridge there of 4,000 feet span. I had the privilege of going over the George Washington Bridge at New York, and it looked exceedingly fine. Mr. Bradshaw commented on the outline of the pylons at each end. They are a steel job. It was originally intended to encase them in masonry to produce a sort of superior Tower Bridge effect, but then the slump came in America, and they have evidently been delivered from that architecture and left as a purely functional piece of civil engineering!

Mr. BRADSHAW replied, briefly thanking Mr. Watson, Sir Charles Bressey and other speakers for their very kind references to his paper.

SIR IAN MACALISTER

The portrait painted by Harold Knight, A.R.A., presented to the R.I.B.A.

UNVEILING OF THE PORTRAIT OF SIR IAN MACALISTER

AT THE GENERAL MEETING ON MONDAY, 9 MARCH, 1936

The PRESIDENT : Before we proceed to the other business of this meeting, I have a very interesting and a very pleasant duty to perform, and that is to unveil the portrait of our Secretary, Sir Ian MacAlister. It was a happy thought, whoever first suggested it, that we should commemorate Sir Ian's knighthood by having his portrait painted and presented to this Institute, and my only regret is that the ceremony has to be squeezed into a few minutes before Mr. Bradshaw's paper, because I feel that the time available is quite inadequate to do justice to such an occasion.

Of the great work which Sir Ian has accomplished for the Royal Institute of British Architects I do not need to remind an audience in this building. I think it is sufficient to say that during the twenty-eight years he has been our Secretary the Institute has grown from a small, almost a London society, to the great Empire-wide organisation that it is to-day. Whether it has been in the field of architectural education, of registration, of the relationship of the Institute to its Allied Societies, or any other of our numerous activities, Sir Ian has served the Institute to the utmost limits of his strength and ability.

Only those who have been in close touch with the work of the R.I.B.A. know how much we owe to him. He has served the Institute with the utmost devotion during all these years, and I feel that of all his qualities the one which we will most remember is that little personal touch which has made him loved and respected by every member of the Institute with whom he has come into contact.

I am sure that when you see this portrait you will be delighted with the picture which Mr. Harold Knight has painted for us, and I feel that succeeding generations of architects will thank us for including in our portrait-gallery one who has been such an outstanding personality in the history of our Institute.

The response to our appeal for this presentation was so gratifying that we have been able to have a copy of this portrait painted for Lady MacAlister, and the balance, in the form of a cheque, I am going to ask Sir Ian to accept, not as any reward for his services, because such services cannot be rewarded in that way, but just as a little token of our deep affection and respect for him.

I received a letter to-day from our Honorary Secretary, Mr. Henry Fletcher, and I feel that you would like me to conclude my few remarks by reading his message. Mr. Fletcher, unfortunately—I do not know whether I should say "unfortunately"; he is in Majorca!—is unable to be present, and he writes :—

MY DEAR PRESIDENT,

"To my great regret I am unable, through absence abroad, to be present at the unveiling of MacAlister's portrait. I am sure that enthusiasm will be expressed both for it and for the sitter, and I should have liked to see and to hear all three—portrait, sitter, and enthusiasm.

"Probably no one is in a better position than the Honorary Secretary, except perhaps the President, to value fully the devotion of MacAlister to the Institute and the really astonishing amount of work and foresight he puts into its service. But, apart from that, the reason which determined so many of us to subscribe for and to present to the Institute this admirable likeness, for future generations to know how he looks, is that he is the friend of us all.

"Yours sincerely,

"HENRY M. FLETCHER."

I am sure, Sir Ian, that you will be embarrassed enough by what I have already said, and I am now going to unveil your portrait.

The portrait was then unveiled, amid prolonged applause.

SIR IAN MACALISTER : For many years it has been my privilege to assist at a variety of presentations to a large number of distinguished persons. Twenty-seven Royal Gold Medals, fourteen presidential portraits and hundreds of medals and prizes.

So it is a new and rather embarrassing experience to find myself the object of a personal honour.

I want first to express my sincere and heartfelt thanks to all those who have been responsible for to-night's event—to Sir Giles Scott and Mr. Percy Thomas who have presided over its initiation and its completion, to the members of the Council who have authorised it, to the large number of members of the Royal Institute and its allied societies who by their gifts have made it possible, to the little committee (who have carefully concealed their names from me) who have carried through the proposal, and not least to my friend Mr. Harold Knight who painted this picture. I have never been painted before, so I have no previous experience as a sitter, but I do want to tell Mr. Knight how keenly I enjoyed the privilege of spending so many hours with him in his studio and how delightfully he made those hours pass, so that at the end of every sitting I felt that I had been only half an hour in the chair.

I don't know what you think of the picture. I suppose I am the worst person to judge it, but I think it is a charmingly successful portrait. I hoped it would

be flattering and I think it is. I think portraits of this kind ought to be flattering. After one has passed from the stage they will be seen by many people who never saw the original, so why not give them the pleasure of thinking that the Secretary of the R.I.B.A. in the early years of the twentieth century was really rather nice looking? The flattery can do no harm to anyone then.

I want to add to my thanks those of my family. They were rather excited when the news of the picture came to them, and I fancy that those of them who are here to-night are rather excited by this event. They are not all here. They are perhaps too numerous even for the ample dimensions of the Henry Jarvis Hall, but there is a representative contingent headed by my wife. On behalf of them all I want to express to you their gratitude for this tribute.

Now I am going to say a few candid words about the occasion. I don't deserve all the kind and generous things that have been said about me. The truth is that in the twenty-eight years and more that have passed since the Council did me the honour of putting me in this position the Royal Institute has made a tremendous advance. It is difficult to compare the comparatively small, quiet and rather easy-going R.I.B.A. of 1907, in its cramped and modest third of a house in Conduit Street, with the big, vigorous and universally active body that now inhabits the most beautiful headquarter building in the world. Quiet routine and short hours have been succeeded by an almost feverish rush of activities of every sort, and the R.I.B.A.—by universal consent—stands at the head of all the architectural organisations of the world.

Now, because of the coincidence that I happen to have been the Secretary during the whole course of this development, it is easy for people who have not had an inside view to think that I am the person who has done it all.

Nothing could be farther from the truth.

The achievements that I have spoken of are the monuments of a long succession of splendid men who have worked for this Institute in the last thirty years and more. You know the names of some of them, but many of them are forgotten by you—perhaps only remembered by me.

When I look back in my mind over this long procession of great servants of the R.I.B.A., I am conscious of two feelings above all others: of gratitude to them for their work and of pride in having been able to give them some help in the doing of it.

The R.I.B.A. is nearly 102 years old. In that time it has had thirty-six presidents. I have had the honour of knowing personally twenty-one of them—more than half the total. I wish I could spend an hour in telling you about their work and the work of many others who never sat in that chair, but in their various spheres of action earned their worthy places as benefactors and true founders of this Institute.

I have great memories of the men who started the movements which have made the R.I.B.A. what it is to-day: of Webb, Blomfield, Slater, Lethaby and others who created the Board of Architectural Education which helped to develop and control the whole modern movement in education; of Henry T. Hare, Edwin T. Hall, Leonard Stokes, and James Gibson, who set the Registration movement on the road which it has travelled for thirty years; of Barnes, who carried it to its present point; of Raymond Unwin, who started the Town Planning movement which has had such far-reaching results; of all those men who by their work in this country and in the Dominions overseas have built up the great imperial federation of societies which is one of our greatest sources of strength and influence.

I could talk for half the night of the men who are now carrying on this work—but many of them are here listening to me and they would not thank me for giving you their names. But I do say this, that no professional body in this country has so many able and devoted men who are giving so much of their time and energy and brains to the conduct and the development of all the various activities which are earning for the R.I.B.A. the respect and admiration of all those who come in touch with it.

Above all I am grateful for the fact that my work in the last 28 years has brought me a host of personal friends, from end to end of this country, and in the farthest corners of the Empire, from New Zealand to British Columbia, from Cape Town to China.

One thing more: the work of the Institute to-day is to a great extent the work of its staff. In honouring me you are honouring the figurehead of a staff which has no superior—I believe no equal—in the professional organisations of our time. Their loyal devotion, their tireless industry, their ability in their various departments, can only be appreciated at their true value by those who have an intimate knowledge of the daily work within these walls. One of them was with me when I began. I hope we shall end our work together.

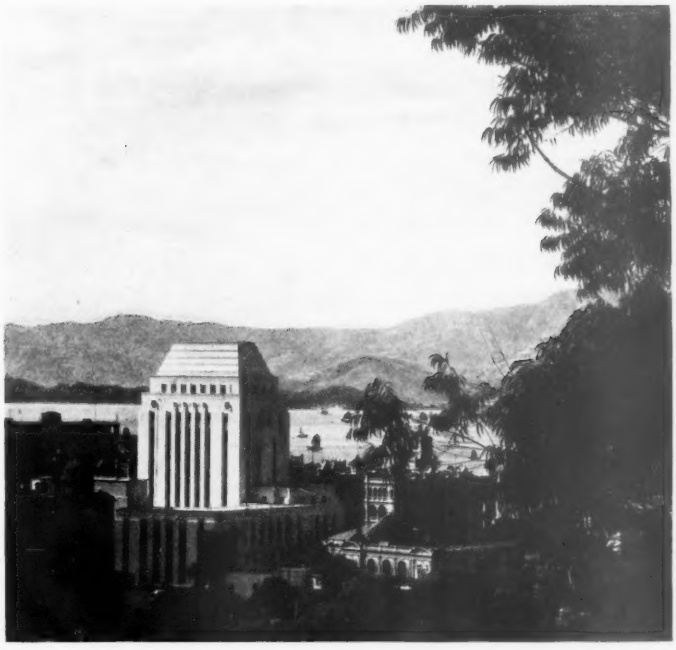
I cannot hope to tell you what a pleasure it is to me to know that my portrait is going to hang in a place where members will see it every day. Of course I am proud of it. I am proud of the fact that it is due to the combined gifts of a very large number of members not only in this country but in the ends of the earth.

I am profoundly grateful for all the kind things that have been said about me to-night and for the generous enthusiasm with which you have listened to them.

Mr. Harold Knight, A.R.A.: Up to now I have hidden myself behind a shield, but after the speeches of your President and Secretary that shield has been completely taken away from me. It is impossible to be gluttonous and eloquent on the same occasion. I have been gluttonous, and I do not feel very eloquent; and I should like to thank Sir Ian for the very nice things that he has said, and for the patience and courtesy with which he treated me during the time that I was painting his portrait.

THE HONGKONG AND SHANGHAI BANK HONGKONG

Architects: Palmer & Turner [FF.]



A general view of the building showing the harbour in the background

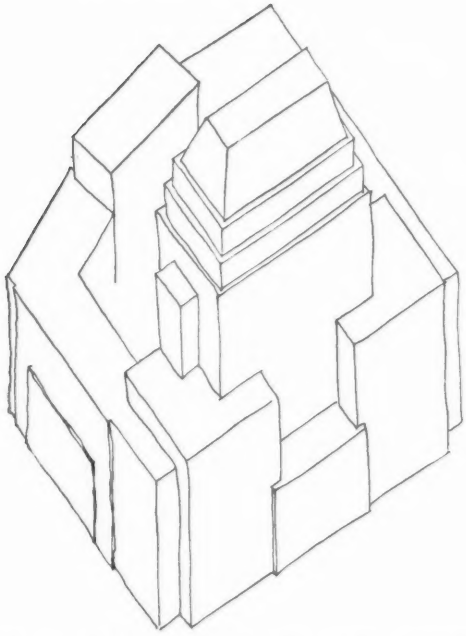
The main interest for architects in this building lies less in its design merits—which are considerable—than in the truly remarkable feat of construction which it represents. The erection of so large a building, and one so completely equipped, would have been noteworthy in any of the large building centres of the world such as London or New York; it is an astonishing achievement in a distant colony, somewhat deficient in constructional resources and to which all the special material and equipment had to be brought from England. Moreover, it was built in two years, including demolition of the existing bank and excavation of the site. The time between the foundation stone laying and opening ceremonies was one year. Finally, this elaborate modern building was erected at a cost of 1s. 10d. per foot cube.

ORGANISATION OF THE BUILDING

Of the materials used, the granite for facing and the bricks for interior work were from local sources. All other materials and the special building plant were shipped from England, with the exception of some of the marble, which came from Italy.

The organisation of the contract is perhaps the most interesting feature of the whole project. It was decided not to employ a Chinese general contractor but to organise the work under construction managers, subletting the making, and in some cases the erection, of equipment and decorative finishes; the building labour was organised in small piece-work contracts. The construction managers appointed were Messrs. Logan & Amps, a firm of chartered civil engineers who, in addition to organising the whole work, designed the foundations, steelwork and other structural engineering matters. They were remunerated by a percentage fee. Mr. G. L. Wilson [*F.*], of Messrs. Palmer & Turner, was personally responsible for the design. Mr. C. G. Ripley [*F.*], of Messrs. Waterhouse & Ripley, acted as a kind of architectural agent for the work in England. Mr. Ripley selected materials and organised subcontracts for the items obtained from this country. He even had the unusual work of arranging shipping so that the materials arrived at Hongkong according to the time and progress schedule. As with any building on a congested town site, the materials had to be delivered on specified dates, neither too soon if congestion were to be avoided not too late if delays were not to occur. Consequently timing for the schedule had to begin in England.

The supply of stone and bricks was ensured by the purchase of a quarry and brickyard; these were subsequently sold. The mechanical building equipment, such as excavators, pneumatic drills and riveters, concrete mixers and hoists were all purchased in England. English tubular steel scaffolding was imported, the first ever used in Hongkong, where the traditional scaffolding is of bamboo. Permission was



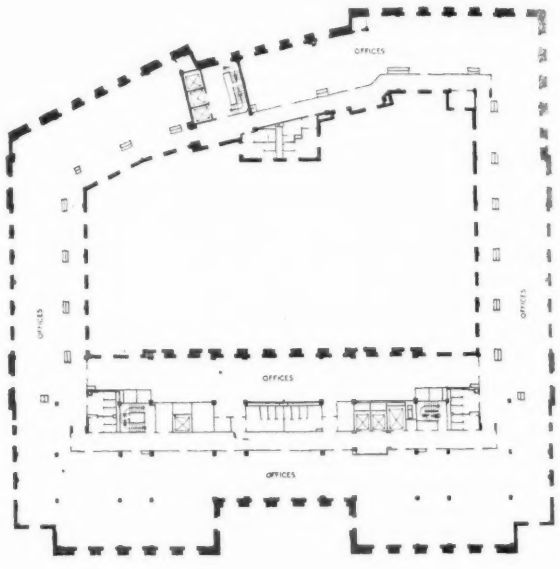
Above is the main entrance in des Voeux Road, facing the harbour. On the left is the entrance in Queen's Road; the door is typical of the bronze craftsmanship displayed in this building

The principal front facing the harbour. The building is 200 ft. high, with a high tensile steel frame, faced with granite. The structure and windows were designed to resist winds of velocities up to 130 miles an hour

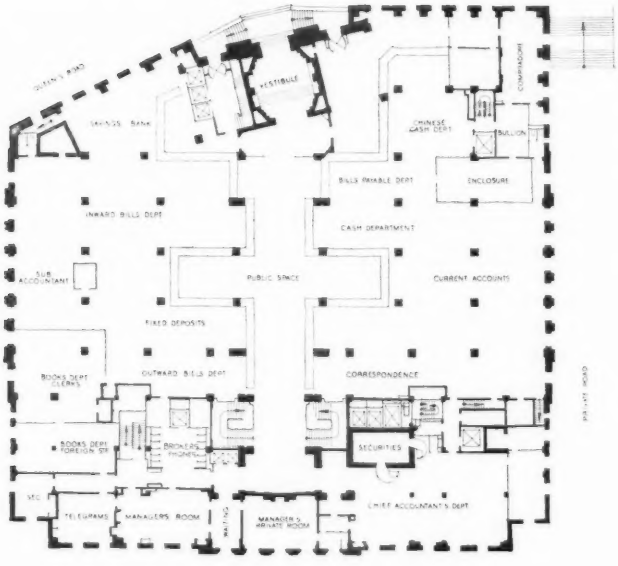
obtained for a patent system of hollow tile flooring to be used on this building, a special machine for the making of the clay blocks being sent from England.

The labour was Chinese, supervised by English foremen, many of whom came from England. The construction managers solved the problem of labour disputes by employing Cantonese and Northern Chinese in equal numbers. Neither would start a dispute for fear they be dismissed and the work given to the other !

A typical floor of lettable offices : these floors are served by a well-arranged system of high-speed lifts. The lavatory accommodation is planned internally with pipe shafts, and is artificially lit and ventilated.

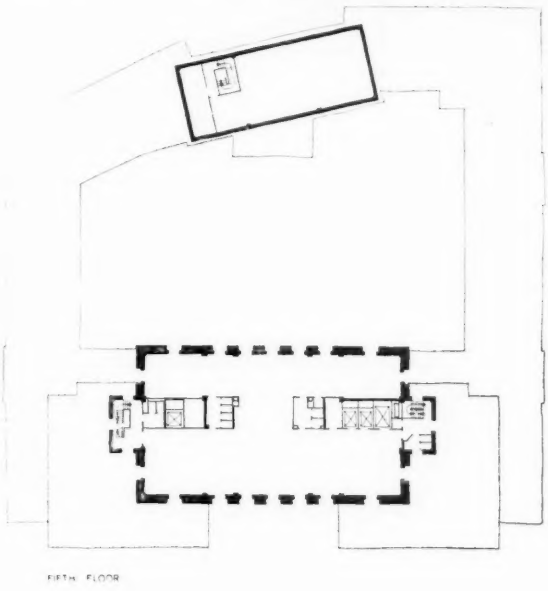


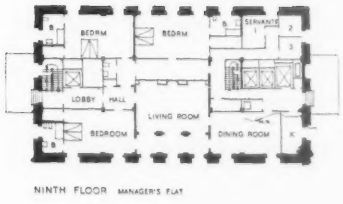
THIRD FLOOR



MAIN GROUND FLOOR

The banking hall on the upper ground floor is one acre in area. The main des Voeux Road entrance is on the lower ground floor level, a plan of which could not be shown as it contains the strongrooms





Typical plans of upper floors in the tower, showing flats for the managerial staff. The tower also contains a squash court The outer walls which are shown solid are actually of cavity construction.

THE SITE AND FOUNDATIONS

The site was on a level with and facing the harbour. It was occupied by the old bank, of solid granite and massive reinforced concrete vaults, by a street and by part of the old City Hall. The two latter were purchased from the Government by negotiation. In 1933 the remainder of the old City Hall was reconditioned and the bank transferred to it. Demolition of the old bank, using all modern appliances occupied three months.

The foundation was partly made ground, reclaimed from the sea and partly the old sea bed. The latter contained many very large granite boulders which seriously inconvenienced the driving of sheet piles and somewhat delayed this part of the work. At the bottom of the excavation a heavy reinforced concrete raft was laid. It is worth noting that, because the currency in Hongkong is a silver one, it was necessary to design the strongroom floors to carry a live load of 2½ tons per square foot. This, in addition to the dead loads of the 200-ft. high superstructure, complicated the design of the foundations.

THE STRUCTURE

The whole of the structural framework was of high tensile steel (Chromador). This was the first time this material was used in the Empire, outside Canada. The saving in weight given by this material was of great value because it represented a considerable saving in freight charges as well as giving some economy in foundation design.

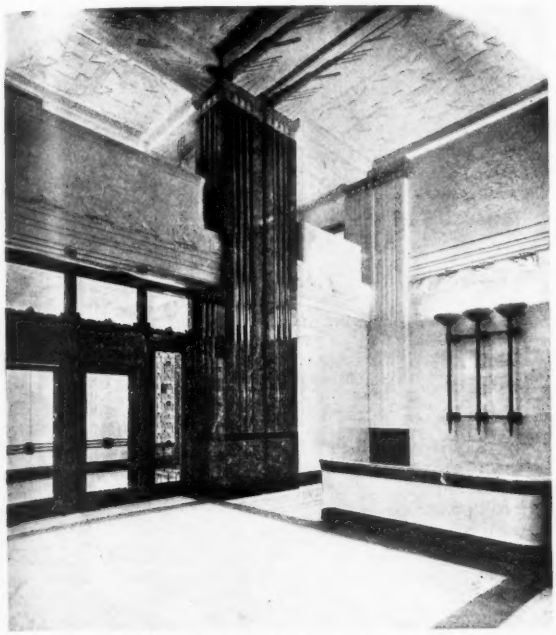
The structure follows the usual steel-frame practice with brick and stone filling and hollow-tile flooring. Both the structure *and the windows* were designed to resist wind of velocities up to 130 m.p.h., since Hongkong is in the typhoon area. The windows are accordingly all of ¼-inch plate glass in steel or bronze frames. The cost of the granite facing, if of Portland stone and used in London, would have been about £150,000. The actual cost of the granite was about a quarter of that sum.

THE PLAN

The site slopes considerably downwards from Queen's Road at the back to des Voeux Road on the front facing the harbour. The main banking hall is at the upper level; the access to it from des Voeux Road is by an entrance hall and a pair of main stairs, as well as by the lift battery. This allows the managerial offices to be at the banking hall level and on the central axis facing the harbour. The banking hall is 210 feet long, 95 feet wide and, in the central barrel-vaulted section, 45 feet high; it is just one acre in area. The upper floors are principally devoted to lettable offices, but there are staff lunch room and lounge, flats for the chief manager and members of the staff and a squash court, all in the tower. The drawings show the general form of the building and some details of the planning.

On the right: The building under construction. The stonework was fixed with unusual rapidity, time lost on the foundations being made up on the superstructure

Left, above: A general view of the foundations in course of construction, showing the bloom bases for the stanchions in position. Left, below: Typical granite boulders which greatly hindered the work of excavation, particularly the sheet piling The ground was old sea bed



One of the stairs from the main entrance up to the banking hall

The main banking hall has pier casings of Ashburton marble, walls of Botticino, a floor of Swedish green and the barrel vault is covered with Venetian pictorial mosaic

The architects paid particular attention to the form of the building as seen from above, since the town is backed by mountains on which are the principal residences.

EQUIPMENT AND FINISH

Internal temperatures and ventilation are controlled throughout the building by an air-conditioning plant. There are also concealed ceiling panels. This installation was designed by Dr. Oscar Faber. It will be noted that the windows are small compared with those found in modern office buildings in northern latitudes ; this was desirable partly to exclude glare and partly to help preserve an even temperature inside the building.

The banking hall is lit by laylights which have solid roofs over them and side glazing—a form of top-side lighting. These laylights also contain electric lighting points. The banking hall is also lit by cornice lighting at the springing of the central barrel vault and by points on the walls.

The strong-room equipment is according to the latest practice and is equipped to resist all eventualities, including floods and insurrection. The main safe deposit door weighs 26 tons. There are five main silver strongrooms ; a lorry can be driven from the private road on the west side into the silver packing space outside the strongrooms and shut in by a heavy steel door during loading and unloading.

The principal decorations are concentrated in the banking hall. The walls are faced with Botticino marble, the stanchion casings are of Ashburton marble (as similarly used on the main stair hall in the R.I.B.A. building), the floor is of Swedish green marble and travertine, and the vault is decorated with pictorial Venetian mosaic. A special feature is the elaborate bronzework in the entrance doors and grilles, in stair balustrades, light fittings, etc.

SUB-CONTRACTORS AND SUPPLIERS

STRUCTURE AND STRUCTURAL EQUIPMENT.—High tensile structural steel (Chromador), Dorman Long and Co., Ltd. ; bronzework (screens, gates and doors), H. H. Martyn & Co. ; bronzework (window panels), The Bromsgrove Guild. Steel and bronze windows, Henry Hope & Sons ; marble, W. W. Jenkins & Co. ; hollow tile floor system, Caxton Floors, Ltd. ; glass, Pilkington Bros. (China), Ltd. ; steel scaffolding, Scaffolding (Great Britain), Ltd. ; rubber flooring, The Dunlop Rubber Co. ; linoleum, Michael Nairn & Co. ; sanitary fittings, Shanks & Co. ; steel furniture and metal partitions, Roneo, Ltd.

MECHANICAL EQUIPMENT, ETC.—Air conditioning and heating, G. N. Haden & Sons ; strongroom doors, safes and fittings, Chubb & Son Lock and Safe Co., Ltd. ; electrical equipment, the Jardine Engineering Corporation, Ltd. ; lifts, the Otis Elevator Co. (Canada); electric motors, etc., the General Electric Co.

REVIEW OF CONSTRUCTION AND MATERIALS

This series is compiled from all sources contributing technical information of use to architects. These sources are principally the many research bodies, both official and industrial, individual experts and the R.I.B.A. Science Standing Committee. Every effort is made to ensure that the information given shall be as accurate and authoritative as possible. Questions are invited from readers on matters covered by this section; they should be addressed to the Technical Editor. The following are addresses and telephone numbers which are likely to be of use to those members seeking technical information. There are many other bodies dealing with specialised branches of research whose addresses can be obtained from the Technical Editor. We would remind readers that these bodies exist for the service of Architects and the Building Industry and are always pleased to answer enquiries.

The Director, The Building Research Station, Garston, Nr. Watford, Herts. Telegrams: "Research Phone Watford." Office hours, 9.30 to 5.30. Saturdays 9 to 12.30.

The Director, The Forest Products Research Laboratory, Princes Risborough, Bucks. Telephone: Princes Risborough 101. Telegrams: "Timberlab Princes Risborough." Office hours, 9.15 to 5.30. Saturdays 9.15 to 12.

The Director, The British Standards Institution, 28 Victoria Street, London, S.W.1. Telephone: Victoria 3127 and 3128. Telegrams: "Standards Sowest London." Office hours, 9.30 to 5. Saturdays 9.30 to 12.30.

The Technical Manager, The Building Centre Ltd., 158 New Bond Street, London, W.1. Telephone: Regent 2701, 2705. Office hours, 10 to 6. Saturdays 10 to 1.

CONTINENTAL HOUSING

Many local authorities in this country appear to think that housing and slum clearance are works that come quite easily within the scope of the engineer and surveyor. They regard them largely as a matter of providing so many dwellings. No better statement of the case for the employment of architects on this work has yet been made than the Report* recently published by the Department of Health for Scotland on Continental housing. This Report is a detailed record of a tour of the principal housing work on the Continent undertaken by a small committee; it has been written by Mr. John E. Highton, Secretary to the Department of Health for Scotland. It is, for a Government report, unusually well illustrated and its matter is suitably analytical.

The principal lesson which this report drives home is that the architect, because of his study of the humanities, is the only person who can make of housing something more than the mere provision of space for living in. The tour was undertaken with the general aim of discovering what could be learnt from Continental housing which might be of use in new schemes, particularly of tenements, in Scotland. It is interesting to note that the tourists found little worthy of emulation in the standards of accommodation or quality of equipment. But they found a care for design, for attractiveness and for the provision of amenities which they say has been conspicuously neglected in similar work in Scotland. They also noted that site planning, particularly as affecting communal life, is generally much more highly developed on the Continent than here.

This report should, and doubtless will, be read by all persons, both technical and lay, who are concerned with housing. It would be not inadvisable to study at the same time the recent paper† entitled "A Study of English and Continental Working Class Housing," read by Mr. F. R. Yerbury before the Architectural Association. This paper was written from a mass of material on the subject which has been collected by the Building Centre for a forthcoming book.

SOCIAL CONSIDERATIONS

The practice of having different social grades in the same scheme, as well as different types of family unit (including bachelors and old persons) is noted as having beneficial effects from the viewpoint of harmony and sociability. It is also suggested that known bad tenants should be given a chance to live with good tenants, down-grading them subsequently if they prove incorrigible; this is considered preferable to the Dutch scheme of up-grading through special colonies.

On the question of tenement versus cottage dwelling, the tendency to go in for the latter in place of the former is reported. In Germany and Austria these have taken the form of "Siedlungen," which correspond in idea to something between cottage development and land settlement schemes in Great Britain. Though these settlements are being created in large numbers, their standards of habitability and amenity are very low and in this respect "they have nothing to teach us."

The importance of adequate transport to housing schemes is emphasised, but little appears to have been done to attract industry to the neighbourhood so as to avoid transport costs and time, as has been done at Welwyn Garden City and elsewhere in this country.

No standard of uncrowded occupancy seems to be laid down by statute in the countries visited. There is, however, a more sensitive adjustment of size of houses to size of families in Holland and Germany than in this country; in those countries, moreover, the living room is never used for sleeping. This last, the visitors considered worthy of emulation.

The British practice of always providing a fitted bath and circulating hot water system is the exception rather than the rule in Continental housing. This is often counterbalanced by the provision of communal bath and wash-house services, though we note that the Karl Marx Hof in Vienna has only 20 plunge baths and 30 shower baths for 1,382 dwellings.

The visitors approved the communal amenities found in many Continental schemes, but practically unknown in this country. Such features as recreation and reading-rooms, guest-rooms, sewing-rooms, billiard rooms, gymnasia and restaurants are considered "to form a very substantial addition to the real value of the accommodation provided."

ARCHITECTURE AND LAYOUT

It is in this section of the report that the contribution which the architect can make is most strongly stressed. For example: "The fundamental lesson is that on the Continent a housing scheme is invariably given into the hands of a competent (and often brilliant) architect, who proceeds

* Working Class Housing on the Continent, Dept. of Health for Scotland. H.M. Stationery Office. 1s. 6d.

† Architectural Association Journal. January 1936.

to fit the necessary details of accommodation into some architectural conception of a worthy kind. In Scotland house design is too often hack-work, a routine job, a monotonous repetition of similar units. The different results produced by these two methods is startling." After discussing such defects as the back-to-back flats of the Karl Marx Hof and " some of the extravagances of the more ornate Continental schemes," the report continues : " We can, however, learn much from these schemes on how to combine artistic effects with real utility and economy."

To detail these arguments in the R.I.B.A. JOURNAL is, perhaps, unnecessary since architects are fully aware of them. But that they are in a report which will be studied by the housing committees of local authorities, and one issued with the authority of a government department, is a fact of great value. Architects who are presented with the statement that housing is a routine matter that can quite easily be carried out by an unqualified official, would be advised to produce this report as evidence to the contrary.

TENEMENTS

The Report contains many useful points on the layout of tenements including the suggestion that the provision both of " amenity features " and additional buildings for recreation, education, etc., should be planned for, even if the finance of the scheme does not permit of their immediate execution.

Two remarks on general architectural treatment of tenements are worth quoting : " Continental peoples are, in fact, erecting now the types of building we shall probably erect ten or twenty years hence." And : " For æsthetic and social reasons there is much to be said in favour of building schemes which contain a mixture of different types of housing accomodation—*e.g.* : tenements built in mass formation, small blocks of two-storey flats, and terraced and two-in-a-block cottages."

It is noted that the general tendency of thought on the Continent is now against high buildings, that is, of more than five storeys. It has been found difficult in many cases to let existing skyscraper flats.

The countries visited were Holland, Germany, Czecho-Slovakia, Austria, and France ; the party included, in addition to Mr. Highton, who signed the Report, Mr. John Wilson [*F.*] (Chief Architect to the Department of Health for Scotland), Dr. W. G. Clark (Senior Deputy Medical Officer of Health for the City of Glasgow), and Mr. E. J. MacRae [*F.*] (City Architect, Edinburgh).

STANDARDISATION OF JOINERY

This specification*, upon which a large and representative committee have been working since 1932, was published last December, and as it was inevitable that the question of standardisation of design would be raised there has been more than the usual amount of discussion, especially among the architect members of the committee ; eventually it was decided that nothing of much value could be produced unless an effort was made to improve the design of the usual commercial production, even if it did mean establishing a precedent with regard to British Standard Specifications.

After much discussion the R.I.B.A. members were able to convince the committee that as metal casements were already standardised upon a satisfactorily proportioned pane as a unit, a similar unit method should be adopted for wooden casements ; but having adopted this basic unit for the purpose of establishing standard sizes, casements with or without panes or with horizontal bars only meant to fall into line with a modern tendency in design are to be regarded as standard.

The specification also applies to double hung sashes in cased frames which have been standardised on similar lines ; full size details for the whole of the woodwork have been drawn out and reproduced to about half full size.

The specification is certainly not above criticism, but it was doubtless felt by members of the committee that nothing better could be done at present seeing that it deals with a class of window mainly used in the cheaper domestic work, and it was thought that if the speculative builder could be induced to use the standard designs much improvement would result in the appearance of the houses that he builds.

It is expected also that, for a certain class of work, architects might be able to specify the standard wooden windows just as they have been accustomed to specify the standard metal casements.

VERNON CROMPTON.

*British Standard Specification for wooden windows : casements and solid frames, double hung sashes and cased framed windows. December 1935. 2s. net.

PAINT SPECIFICATION

B.S. Specifications for White Pigments for Paints and for White Oil Pastes

These are two specifications, Nos. 239 and 241, recently issued by the British Standards Institution.

The first deals with Genuine White Lead, Zinc Oxide (types 1 and 2), Lithopone, Antimony Oxide, Titanium Dioxide, Titanium White, Basic Sulphate of Lead. Composition, amount of coarse particles, oil absorption, colour reducing power, volatile matter on heating and matter soluble in water are the main characteristics defined to be subjected to tests, and are given for each pigment. In a series of appendices methods of sampling and conducting these various tests are described generally with special reference in the case of lithopone to colour and composition. As far as the non-lead paints are concerned, it appears unfortunate that no reference is made to lead in the impurity allowance. This is so particularly in the case of Titanium White, often used in situations where lead has to be rigidly avoided on account of its ready blackening in certain atmospheres. We find Titanium Dioxide allowed 3 per cent. of impurities, but Titanium White, of four different grades, being mixtures of titanium oxide and precipitated barium sulphate, allowed to contain 5 per cent. impurities. Titanium is not, it is true, specially associated like zinc with lead in its ores, but presumably the association may grow in a paint manufacturer's works. Few lay people will distinguish between titanium oxide and titanium white, and that the latter name should be given the hall mark of a B.S. Specification when it need only contain 25 per cent. of this material seems most undesirable.

The Specification for White Oil Pastes deals with white lead, zinc oxide and lithopone, defining the percentage and nature of the oil content, and giving methods whereby these may be determined.

A. E. MUNBY.

Interim Report of the Amulree Committee

The first report of the voluntarily constituted Committee to consider National Housing and Planning policy, known as the Amulree Committee, was published in May, 1934.
The Committee have just issued an interim report, which is printed here in full.

HOUSING AND PLANNING POLICY.

1. It is now about eighteen months since we formed ourselves into a Committee for the purpose of studying the nation's housing problems and of presenting, to the Government and to the general public, our views on the scale and nature of housing requirements and on the methods and machinery most suitable for their speedy satisfaction. We published an interim report in May, 1934, and a full report in July, 1934. At that time the Government's Housing Bill was still in course of preparation. Its subsequent introduction and passage through Parliament have been the occasion for an emphatic demonstration of the large and ever-growing public determination to remedy without delay all slum and overcrowded conditions and other deficiencies in the nation's housing equipment. The coming into force of the Housing Act, 1935, marks a definite stage in the evolution of national housing policy. If the Government's anticipations are fully realised, one side of the housing problem—the provision of a very large number of dwellings for overcrowded populations—should be solved in measurable time.

2. But another side of the housing problem remains to be dealt with. It is not enough to provide a very large number of dwellings, even if it be assumed that they are sufficiently low-rented and satisfactorily designed and managed. It is at least equally important that these dwellings should be built in the right places and in the right relationship to transport facilities, to places of employment and recreation, and to all the other elements which compose the physical pattern of the country's development. Unless the provision of houses is closely interlocked with an efficient system of town and country planning, the national housing campaign may, by its very urgency, create as many problems as it solves.

3. We submit that the absence of effective planning in a large part of the housing activity of recent years has had the most serious consequences. The hurried passage of the Restriction of Ribbon Development Act (which, by a significant coincidence, reached the statute book at the same time as the new Housing Act) provides striking evidence of the nation's and the Government's alarm at the damaging progress of uncontrolled and unplanned development. But the vast extension of ribbon and sporadic development, which has so seriously impaired not only the safety and efficiency of the road system but also the beauty and agricultural usefulness of the countryside, though perhaps the most obvious, is by no means the only evil. Examples of fundamental errors both of distribution and of inter-relation in the development of housing (municipal as well as private enterprise), of industries, of road and rail transport, and of public services, may be found in all parts of the country. It is sufficient here to mention one or two leading post-war examples from the London region :—

(i) At Slough industrial development on a large specially equipped site has been (and indeed still is) hampered and delayed for want of workers' housing, though admirable conditions have existed for a convenient self-contained town. Neither the London County Council nor the local authorities appear to have made any effort to meet the need or to use the opportunity.

(ii) At Becontree, on the other hand, the London County Council has developed a new town of over 25,000 dwellings, but has designed and used it as essentially a dormitory suburb for London workers (thereby increasing the congestion on some of the most crowded traffic routes in the London region.) It does not seem to have been the Council's policy at any stage to make Becontree into a self-contained town by attracting suitable London industries to the neighbourhood, though its eminent suitability (especially on the Thames Estuary side) is now attracting major industrial enterprises, for whose workers the large local supply of dwellings is not available.

(iii) The safety and efficiency of the Great West Road as a long-distance fast-traffic artery has been permanently damaged and its amenities ruined by the failure to restrict and plan its frontage development. The resultant jumble of factories, housing estates and gravel pits has created almost insoluble problems for the local authorities responsible for utility and social services, and has needlessly wasted some of the best market-garden land outside London. Parts of the Kingston By-pass Road present an equally glaring example.

(iv) In spite of all that might have been learnt from the Great West Road and other similar cases, the safety and efficiency of the Barnet By-pass Road near Hatfield is at the present time being rapidly damaged by a mushroom development of similar unplanned type. Starting with an aircraft factory fronting to one side of the road (which is practically put out of action at the times when work in the factory starts and stops), the development is continuing in the form of flats, houses, cinemas, shops and garages on both sides of the

road. The amenities of the area are being destroyed, and the local authority is seriously embarrassed by the sudden and unforeseeable demand for services. The neighbourhood would have been quite suitable for a self-contained unit, had the development been adequately planned in advance with due regard for the arterial road. It should be noted that this misdevelopment is occurring in an area which is covered by a regional planning committee and by local planning powers.

4. We are aware that local authorities have been invested, by a series of town planning enactments, with considerable powers of control over housing and almost every kind of building development. But the powers are permissive ; schemes for their application take a number of years to prepare ; and there is no national and often no regional master-scheme to guide the planning work of individual authorities. The town and country planning system is young, and its task is exceedingly difficult and complex. The fact remains that, up to the present, it has been practically powerless to check the wasteful progress of unplanned or unco-ordinated development in almost every field of activity. The passage of the Restriction of Ribbon Development Act is, indeed, the clearest acknowledgment of such failure.

5. Our main purpose in presenting this report is to urge that all practicable steps should be taken to overcome the obvious weaknesses of the town and country planning system, not merely in regard to ribbon development but in many other respects. We are convinced that an efficient town and country planning system, expressed in a comprehensive system of national, regional, and local plans and in an adequate machinery for their execution, is an essential foundation for any really successful housing policy. Without this foundation constructive efforts not only in housing, but also in industry, agriculture, transport, utility and social services and recreational facilities, must be increasingly inefficient and wasteful.

6. We are fully alive to the dangers inherent in any system of public control over building development and land utilisation. The present system of tentative and patchwork planning may well prove worse than no planning at all. The most careful and cautious application is obviously necessary for any scheme directly affecting the nation's economic structure and which interferes in the distribution and location of industrial enterprises and their dependent populations. But, for good or ill, the country is rapidly passing under the control of the planning schemes of local authorities. Moreover, official action, directly or indirectly, is already constantly interfering with the distribution of industry and population. For instance, the application of a Government subsidy to a particular industry, such as sugar beet, may secure a particular population in its existing position. The selection of a new site for an R.A.F. aerodrome or an aircraft factory may create a new centre of population. The prosperity of one manufacturing area may be increased and of another diminished by the negotiation of a new trade agreement with a Dominion or a foreign country. Less immediate but on a far wider scale is the interference involved in the vast programmes of subsidised municipal house building under the 1930 and 1935 Housing Acts. Indeed, the manner in which housing subsidies are distributed by the controlling authorities must have a far-reaching, and might have a decisive, influence on the future pattern of the country's population. Thus public interference and control are inevitable. The only power that can be relied on to prevent their excessive use is the democratic power of the nation as a whole—a power which is likely, in the long run, to be effective for this purpose. The real danger is not so much that use may be excessive as that it may be piecemeal, depending on independent and unco-ordinated decisions, made by the various central departments and local and other authorities without any general scheme or common purpose.

7. Thus the principal conclusion which we have reached, as a result of our discussions up to the present, is that the most urgent requirement of the town and country planning system is that it should be so strengthened that local housing and planning operations are themselves effectively planned and co-ordinated at the centre. In stressing this requirement, we do not make or imply any criticism of the administrative work of the Ministry's town planning staff, within its present limits. But the staff is far too small and its sphere of action is far too restricted. Central administration, in the strict sense of the word, is not enough. The system requires and should indeed find its basis in central and regional plan-making. An effective national pattern and a harmonious scheme and sequence of development cannot be built up merely by the collection of large numbers of local plans, however carefully they are pieced together. Nor is it enough to persuade local authorities to form themselves into groups for the preparation of purely advisory schemes on a county or regional basis. Such co-operation has constantly proved unwilling and perfunctory. Often the only result has been the postponement of executive action, pending the production of somewhat visionary and unpractical plans and reports. A machinery, then, is needed through which a policy and a broad master-plan for the physical pattern of national development can be worked out at the centre, interpreted and further elaborated for a comprehensive and workable series of regional units, and imposed as a controlling background and purpose on all local schemes and projects. The machinery must operate continuously, for its plans and policies must be readily adjustable to suit changing circumstances. It must command the highest technical skill, for it will deal with many of the most complex,

stubborn and vital problems of the nation's life. It must be sufficiently independent to obtain its own information by surveys and investigations, to stimulate and, where necessary, to compel the requisite local action to implement its schemes, and to formulate, for the Government's consideration, such proposals as it thinks necessary for the modification and extension of the planning system. At the same time, it must remain a responsible part of the regular democratic and parliamentary organisation of central government and must be consistent with the large measure of independence which is so permanent and valuable a quality of the local government structure.

8. While we have no hesitation in urging that machinery should, at the earliest possible date, be set up for carrying out this vital function of central planning, we have not felt it to be within our competence to make precise and detailed proposals regarding the nature of the machinery and the method of establishing it. Clearly the Minister of Health must be the head and controller of the necessary organisation and answerable to the Government and to Parliament for its activities. Moreover, the organisation, though requiring continuous contact with the many other Departments whose activities affect or are affected by town and country planning—the Treasury, the Ministries of Transport, Labour and Agriculture, the Office of Works, the Air Ministry, the Board of Education, the Board of Trade, the Electricity, Forestry and other Commissions —must have a specially intimate connection with all branches of the Ministry of Health. The simplest solution would perhaps be for the planning machinery to be an integral part of the Ministry of Health. This arrangement would, however, be faced with the difficulty that, under the present planning law, the Minister of Health, through his officials, is not only the organising administrator of planning but also the statutory arbitrator of the great majority of planning disputes. The dual role already presents difficulties. It might prove necessary to dissociate the quasi-judicial function from the regular work of the Department, if this were reorganised to include a largely increased activity in central plan-making and in the stimulation and direction of local planning. The alternative solution would be to give the plan-making function to a new body of "Commission" type, responsible to the Minister of Health, but independent of the Ministry. Such a body might have the Minister as its Chairman, with a permanent full-time Vice-Chairman of acknowledged independence and capacity. For both solutions there is ample precedent. Consideration of their relative merits might suitably be referred to the Town Planning Advisory Committee and the recently appointed Housing Advisory Committee. We do not ourselves wish to prejudge the issue, which clearly demands the most careful consideration of the Minister and of the Government.

9. We wish to make it clear that our suggestions are essentially an addition to, not a substitute for the existing planning system. It is not proposed that the new machinery should take over or replace any regular planning functions at present performed by the local authorities. The authorities would continue in full executive charge of all statutory planning and housing schemes. In proportion as vigorous performance of the central planning function gave coherent purpose and direction to the system as a whole, so would individual authorities find their powers increasingly intelligible, effective and beneficial.

10. In conclusion, we would stress the intimate connection between our proposals and the efforts which are being made to bring back prosperity to the Distressed Areas. The reports of the Commissioners and other investigators have made it abundantly clear that there is no single direct cure for the long-standing depression of such areas. Depression and distress will only be overcome by persistent and well co-ordinated efforts covering the widest possible range of industrial and public activities. An effective central machinery for town and country planning would be of the utmost value as a background for such efforts. It would serve as a co-ordinating centre, relating development in the distressed areas to development in the rest of the country. In particular, it could give most useful and practical assistance to efforts to direct new industries to the places that most need them. We are convinced that a widely effective and wholly beneficial control of industrial location could be exercised, without any compulsion, by well-devised schemes embracing such means as the reservation of convenient and well-equipped industrial sites, the related provision of cheap and efficient transport and public utility services, and firm promises by public authorities to provide, when and where they are needed, adequate and attractive housing, shopping and recreational activities for prospective workers. A well planned national housing policy should be one of the most effective weapons in the campaign for the rehabilitation of the Distressed Areas. For the nation as a whole, housing and planning are the key to economic efficiency and to a future pattern of town and country which will do justice to the natural beauty of Britain.

AMULREE.
BALFOUR OF BURLEIGH.
E. BEDDINGTON BEHRENS.
A. C. BOSSOM.
EDGAR BONHAM CARTER.
THEODORE G. CHAMBERS.
B. SEEBOHM ROWNTREE.
ARTHUR SALTER.
RAYMOND UNWIN.

5, DUKE STREET,
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London, W.C.2.

February, 1936.

Books on Hungarian Life and Art

A GIFT TO THE R.I.B.A. PRESENTED THROUGH THE SOCIETY OF HUNGARIAN ARCHITECTS AND ENGINEERS

At the foot of this note is a list of books presented to the R.I.B.A. Library by and through the Society of Hungarian Architects and Engineers. It is a most valuable gift, collected by that Society, which displays for our pleasure and benefit every aspect of Hungarian architecture. In fact, its scope is wider than that, for it includes topographical, statistical, historical, technical, educational and ethnographical works.

It is not possible, of course, to review the books individually, though that would be very agreeable to do. There are so many of them and of such weight. The language, too, is naturally an impediment.

Nevertheless, some of them have abridged translations in German, French or even English, and others have an "explaining list of the illustrations," so that I found it possible in most cases to appreciate the contents. I propose then to refer to one or two of the books which especially intrigued me.

First, there are the two beautifully produced volumes on Hungarian Ethnography, presented by the Royal Hungarian University Press. These have little to do with our subject, but are quite delightful to look at; for one discovers in them all the details of the whole life of the country clearly put down and superbly illustrated. The agricultural pursuits are peculiarly interesting with their minute diagrams of fishing tackle and bird-snaring apparatus; and the coloured illustrations of national costume could not be better done. I thought this a very human work compared to the single massive volume on the history of all technical evolution from mediæval building to aeroplanes. Yet that was interesting for the sheer compression of its scope.

People who care for statistics of growth in towns and its regulation will find much to inspire them in the volumes on the census of 1930, Siklossy's "How Budapest was Built" and the huge year-book of the Municipal Statistical Office. Also the "Guide Technique de Budapest," in French, by Aladár Edvi-Illés, attracted me, because it gives both Baedeker-like information and, as well, plans and sections of buildings.

A number of the books are topographical; that is, they describe shortly the characteristics of a place with its history; and they illustrate this with photographs and reproductions of old prints and contemporary paintings. I enjoyed most among these the small book on the town of Sopron. There are some delicious architectural details in it.

Then there is an archæological work which pleased me for the sheer obscurity of its subject. It is a volume on the Roman organ at Aquincum. It is always enlivening to find a book on a thing you did not know could exist so long ago.

Finally, the works devoted more strictly to Art and Architecture. These extend from a life of the painter Munkácsy to the usual collection of photographs of ultra-modern dwellings. We get, in between these, volumes on Gothic and baroque churches and castles, which I am sure cannot fail to cover everything of interest in the country, together with a book on Hungarian Decorative Art of the late XIXth century. This has an unconscious historical value, too, for it shows up that rich and loopy-curtain period.

It can be said definitely that this is a most excellent and choice selection of books. One gets from even a light perusal of them a very full impression of Hungary and the worth of its civilisation. There is a gay grandeur about their art. Especially in the sculpture—from early mediæval to rococo. I shall not be quite happy until I have seen certain things in Hungary: the church square at Sceged for instance: the plan of the Cathedral at Pécs, with a tower at each of its corners. I must, too, spend a day at Ják admiring the sculpture, and another at Kassa with its frivolous Gothic. But the two small things I should like most to meet are the tomb of the Archbishop of Esztergom (1568) at Nagyszombat, and the group called the death of Our Lady at Pozsonyszentgyörgy.

A charming feature of this gift to the Library is the bookplate made by the donors and fixed in each volume. It has been specially prepared for us, and gives the R.I.B.A. Arms with a Hungarian rendering of the column. Beneath this is very clearly printed in English the name of the book, its author, and the individual or society who presented it. The Library is, indeed, grateful. And in Europe to-day there is an abiding value in such a professional gesture of international urbanity.

A. S. G. BUTLER [*F.*]

ARCHITECTURE

History

BUDAPEST: HIGH SCHOOL FOR THE BUILDING INDUSTRY

[The Hungarian village. Sketches by students.] (*No title-page.*)
10¾″. var. pp. [Budapest. 19—].
Presented by the School.

MAGYAR MERNOK- ES EPITESZ-EGYLET [SOCIETY OF HUNGARIAN ARCHITECTS AND ENGINEERS]

Technikai fejlödésünk története [history of technical evolution in Hungary] 1867-1927.
10½″. 999 pp. incl. illus. pls. ports.
Budapest: Stádium Sajtóvállalat Részvénytársaság. 1928
Presented by Dr. I. Bierbauer.

BUDAPEST

Tanulmányok Budapest Multjából [historical essays on Budapest].

2 pts. in 1. 10¼″. 190 pp. col. fronts. illus. pls. plans, facsims. Budapest: Székestöváros Kiadása. 1932-35.
Presented by Dr. K. Némethy.

EDVI-ILLES (ALADAR)

Guide technique de Budapest. (Magyar Mérnok- és Epitész-Egylet.)

9″. [viii] + 468 pp. incl. illus. pls. maps, plans. Budapest: Société anonyme de littérature et d'imprimerie "Patria." 1896.
Presented by the Society.

LECHNER (JENO) *ed.*

Budapest muemlékei—Budapest art-relics.

11¾″. [viii] + 255 pp. incl. pls. Budapest: Székesföváros. [1924].
Text in French, Italian, German and English.
Presented by Dr. K. Némethy.

SIKLOSSY (LASZLO)

Hogyan Epült Budapest? [how Budapest was built] 1870-1930. (A Fövárosi Kozmunkák tanacsa története *series.*)

9″. 623 pp. incl. illus. pls. ports. map, plans. Budapest: Fövárösi Közmunkák Tanácsa.
Presented by Mr. I. de Rakovsky.

GYORGYI (DENES), HULTL (DEZSO), *and* KOZMA (LAJOS)

Uj Magyar Epitömüvészet [new Hungarian Architecture]. (Magyar Muvészeti Konyvek [Hungarian art books] *series, i.*)

12″. pp. + 168 pls. Budapest: Kiadja Budai István. 1935.
Presented by Mr. J. de Padámyi Gulyás.

REGI-RERRICH (BELA)

A Szegedi Templomtér [the Church Square of Szeged].

11½″. 93 pp. + 39 pl. Budapest: Kiralyi Magyar Egyetemi Nyomda. [1932.
Presented by Mr. J. de P. Gulyás.

DRAWING

BUDAPEST: ROYAL HUNGARIAN JOSEPH TECHNICAL UNIVERSITY

[Designs.] (*No title-page.*)

10″. var. pp. [Budapest. 19—]
Presented by the Society of Hungarian Architects and Engineers.

BUDAPEST: ROYAL HUNGARIAN JOSEPH TECHNICAL UNIVERSITY

A Budapesti M. Kir. József Muegyetem Epitészhallgatóinak tervkiállitása [Exhibition of plans prepared by the students of the Royal Hungarian "Joseph" Technical University in Budapest] 1930.

11¼″. 17 pp. + pls. Budapest. 1930.
Text in Hungarian, German, English, French, and Italian.
Presented by the Society of Hungarian Architects and Engineers.

PROFESSIONAL PRACTICE

BUDAPEST: SZEKESFOVAROS STATISZTIKAI HIVALTA [MUNICIPAL STATISTICAL OFFICE]

Budapest Székesföváros Statistikai és Közigazgatási Evkönyve—Statistisch-administratives Jahrbuch, *etc.* [Year book.]

xxist year, 1933. 10½″. var. pp. Budapest. 1933.
Presented by Dr. L. Illyefalvi.

BUILDING TYPES
(CIVIL)

LIBER (ENDRE) *ed.*

Középít Kezesék Budapesten [the development of public building in Budapest] 1920-1930.

11½″. 94 pp. + 34 pls. Budapest: Székesföváros Házinyomdája. 1930.
Text in French, Italian, German, and English.
Presented by Dr. K. Némethy.

SCHOEN (ARNOLD)

A Budapesti Központi Városháza [the city hall of Budapest].

9″. 176 pp. + pls. Budapest: Székesföváros Közönsége. 1930.
Presented by Dr. K. Némethy.

HAUSZMANN (ALAJOS)

A Budapesti Igazsagügyi Palota [the Palace of Justice in Budapest]. (Magyar Mernok- és Epitész-Egylet.)

22½″ × 17½″. 13 pp. + 20 pls. Budapest: Patria. 1901.
Presented by the Society.

NEMETH (ANTAL)

Az Ember Tragédiája a színpadon [the "Tragedy of Man" on the stage].

7¾″. [v] + 160 pp. + pls. Budapest: Székesföváros Kiadása. 1933.
Summary of the play in French, German, and English.

BUDAPEST: FOVAROSI KOZMUNKAK TANACSANAK ALLASFOGLALASA

Az Oudai híd elhelyézése [position of the future bridge at O-Buda].

10½″. 36 pp. + 4 pls. + 4 folded plans. Budapest: Magyar Egyetemi Nyomda. 1934.
Presented by Mr. I. de Rakovszky.

(RELIGIOUS)

NAGY (LAJOS)

Az Obudai ókeresztény Cella Trichora a Raktár-Utcában [the old Christian cella trichora in Raktáv ucca].

10″. 99 pp. + 1 pl. + 1 plan. Budapest: Aquincumi Múzeum. 1931.
With summary in German.
Presented by the Society of Hungarian Architects and Engineers.

SZONYI (OTTO)

Régi Magyar templomak—Hungarian churches of yore.

12″. 243 pp. incl. 136 pls. Budapest: Muemlékek Országos Bizottsága and Magyar Könyv Barátok. [19—].
Titles and summary in French, German, and English.
Presented by the Royal Hungarian University Press.

SCHOEN (ARNOLD)

A Budai Szent Anna-Templom [the St. Anne Church at Buda].

10″. [ii] + 253 + 69 pls. Budapest: Kiadja Székésföváros Kozonsége. 1930.
Presented by Dr. K. Némethy.

BUDAPEST: HIGH SCHOOL FOR THE BUILDING INDUSTRY

[Fortified churches of Transylvania. Students' sketches.] (*No title-page.*)

10¾″. var. pp. [Budapest.]
Presented by the School.

(EDUCATIONAL)

LECHNER (JENO)

A Magyar Nemzeti Múzeum Épülete [the building of the Hungarian National Museum] 1836-1926.

11¼″. 65 pp. + 54 pls.
Budapest : Magyar Nemzeti Múzeum. 1927.
Descriptions in French.
Presented by Dr. J. Lechner.

(DOMESTIC)

BUDAPEST : HIGH SCHOOL FOR THE BUILDING INDUSTRY

[Dwelling-houses of ancient Budapest. Students' sketches.] *(No title-page.)*

10¾″. var. pp. [Budapest. 19—].
Presented by the School.

BUDAPEST : SZEKESFOVAROS STATISZTIKAI HIVALTA [MUNICIPAL STATISTICAL OFFICE]

Budapest épulet és lakásvigzonyai [the state of the buildings and dwellings in Budapest] az 1920 és 1925 Években.

2 pts. in 1. 10″. 245 pp. plan. Budapest [19—], 1927.

Az 1930. **Évi népszámlálás eredményei Budapesten.** Ergebnisse der volkszählung in Budapest im jahre 1930. [Results of 1930 census in Budapest. Statistics of dwellings and buildings.]

2 parts in 1. 10¼″.
Budapest : Székesfováros Házinyomdaja. 1932.
Tables in German and Hungarian.
Presented by Dr. L. Illyefalvi.

MAGYAR MERNOK- ES EPITESZ-EGYLET

A Magyar Parazthaz.—The Hungarian peasant dwellings, *cover-title.* Measured and drawn by C. R. Kertesz and J. Suáb.

Vol. iii only. pfo. 19½″.
Budapest : Patria & Toldy ; and Leipzig : Hiersemann [19—].
Presented by the Society of Hungarian Architects and Engineers.

RADOS (JENO)

Magyar Kastélyok—Hungarian Castles.

12″. 238 pp. incl. 96 pls.
[Budapest :] Muémlékek Országos Bizoltsága, and Konyvbarátok Szovetsége. 1931.
Title and summaries in German, French, and English.
Presented by Dr. Rados.

DECORATION AND FITTINGS

BIERBAUER (VIRGIL)

Korszerü lakásmüvészet [modern dwelling-house art].

12″. 160 pp. + illus. Budapest : Tér és Forma. 1930.
Presented by the editors of Tér és Forma.

NAGY (LAJOS)

Az Aquincumi orgona [the organ at Aquincum].

10″. 144 pp. + front. + 97 illus.
Budapest : Az Aquincumi Múzéum Kiadványa. 1933.
Description in German at the end.
Presented by Dr. K. Némethy.

ALLIED ARTS

CZAKO (ELEMER) *and* GYORGYI (KALMAN), *eds.*

A Magyaros ìzlés [Art in the Hungarian style].

9″×12″. 220 pp. incl. pls.
Budapest : Akönyvbarátok Szövetsége. [19—].
Presented by Dr. Joseph Botha.

HUNGARY

Hungary yesterday and to-day.

7¼″. 233 pp. + illus. London : Grant Richards. 1932.
Presented by Dr. D. Zilahy.

MUVESZETI MUZEUMOK BARATAI EGYESULETENEK HIVATALOS

Magyar Müvészet [Hungarian Art. City Monographs].

4 pts. in 2 vols. 11½″. var. pp. + col. front. + illus. + pls.
Budapest. [19—]
Contents in part i, and contents and list of illustrations in part ii in French, German, and English.
Presented by Mr. P. Török.

RATH (GYORGY) *and* GYORGYI (KALMAN), *eds.*

Az Iparmüvészet [Hungarian decorative art] 1896.

11½″. 426 pp. + 15 pls. + illus.
Budapest : Magyar Imparmüvészeti Tarsulat. 1897.
Presented by the Society of Hungarian Architects and Engineers.

BATKY (ZSIGMOND), GYORFFY (ISTVAN), *and* VISKI (KAROLY)

A Magyarság tárgyi neprajza. (A Magyarság neprajza [Hungarian ethnography] *series*, i.)

9¼″. [vi] + 436 pp. incl. 1235 illus. col. pls. + map.
Budapest : Kiralyi Magyar Egyetémi Nyomda. [19—].
Presented by the Royal Hungarian University Press.

GYORFFY (ISTVAN) *and* VISKI (KAROLY)

A Magyarság tárgyi néprajza (A Magyarság neprajza [Hungarian ethnography] *series*, ii).

9¼″. [vii] + 444 pp. incl. 1519 illus. and col. pls.
Budapest : Királyi Magyar Egyetémi Nyomda. [19—].
Presented by the Royal Hungarian University Press.

BUDAPEST : ORSZAGOS MAGYAR SZEPMUVESZETI MUZEUM [HUNGARIAN MUSEUM OF FINE ARTS]

Antik terrakotta gyujteményének. Katalógusa. Irta Dr. Oroszlan Zoltán. [Catalogue of the antique Terracottas in the Museum.]

7¾″. 124 pp. + 46 pls. Budapest : Hornyánszky. 1930.
Presented by Dr. Elek Petrovics.

MALONYAY (DEZSO)

Munkácsy Mihály élete és munkái [Mihály Munkacsy's life and works].

10¾″. 235 pp. + illus. + 24 pls.
Budapest : Országos Magyar Képzomuvészet Társulat.
Presented by the Society of Hungarian Architects and Engineers.

BUDAPEST : ORSZAGOS MAGYAR SZEPMUVESZETI MUZEUM [HUNGARIAN MUSEUM OF FINE ARTS]

Evkönyvei [year-books].

Vols. ii (1919-20), and v (1927-28). 11¾″. var. pp. + pls.
Budapest. 1920, 1929.
Presented by Dr. Elek Petrovics.

BUDAPEST : ORSZAGOS MAGYAR SZEPMUVESZETI MUZEUM [HUNGARIAN MUSEUM OF FINE ARTS]

Katalog der neuen Ungarischen galerie [Catalogue of the new Hungarian Gallery].

7¾″. 40 pp. + 40 pls. Budapest. 1930.
Presented by Dr. Elek Petrovics.

TOPOGRAPHY

KAZINCZY (FERENC, *or* FRANCOIS DE)

Pestre.—*With preliminary section and title*, Pest en 1828—Resumé . . . de l'oeuvre de Kazinczy par Desiré de Rexa.

9¾″. 72 pp. + 66 pls. Budapest: Municipalité. 1929.
Titles and introduction by D. Rexa in French, German, and Hungarian.
Presented by Dr. K. Némethy.

HORVATH (HENRIK)

Buda a középkorban [Buda in the Middle Ages].

11½″. 122 pp. incl. illus. pls. Budapest: Athenaeum. 1932.
Presented by Dr. K. Némethy.

ECSEDI (ISTVAN) *and* NYILAS-KOLB (JENO), *eds.*

Debreceni képeskonyv [Picture book of Debrecen]. (Magyar tájak Magyar városok *series*, iii.)

9″. 122 pp. incl. 115 pls.
Budapest: Somló Béla Konyvkiadó. [19—].
List of illustrations is given in Hungarian, German, Italian, French and English.
Presented by the Society of Hungarian Architects and Engineers.

HEIMLER (KARIOLY)

Soproni képeskönyv [Picture book of Sopron]. (Magyar tájak Magyar városok *series*, i.)

9″. 123 pp. incl. 123 pls.
Budapest: Somló Béla Konyvkiadó. [1932].
List of illustrations is given in Hungarian, German, Italian, French, and English.
Presented by Dr. K. Heimler.

TOWN PLANNING

ILLYEFALVI (I. LAJOS)

A Székesfőváros multaja és jelene grafikus ábrázolásban [past and present Budapest in graphic figures].

ob. 10¼″×14½″. [xiv] + 202 pp. incl. pls. Budapest. 1933.
Presented by Dr. Illyefalvi.

MAGYAR TOURING CLUB

Budapest szabályozása a kozuti forgalom szempontjából [traffic regulation of Budapest].

12″. 48 pp. + 1 map + plans. Budapest: Stadium. 1934.
Presented by the Club.

Book Reviews

AMERICAN METHODS OF ARCHITECTURAL ACCOUNTANCY

MANUAL OF ACCOUNTING FOR ARCHITECTS, *by the American Institute of Architects. 9 ins. by 6 ins. xvii+132 pp.+ Appendix of schedule of accounts + 38 plates. A.I.A. Washington. 1935. No price.*

This book is one of the official publications of the American Institute of Architects and is based on the experience of experts and leading American publications on accounting methods. "It is not," in the words of its foreword, "a text book to teach the architect to be a bookkeeper or an accountant. Its purpose is to state concisely the theory of accounting, indicate the general procedure of keeping accounts and describe a practical system of accounting that will record the usual financial transactions of the architect's practice and present the essential cost data and procedure."

The architectural profession is, generally, run on an individualist system; most members who are in private practice work in a comparatively small way, and they employ only two or three draughtsmen and have only small overhead expenses. The small scale of the normal organisation is, however, no reason for the business side of the practice to be run in a happy-go-lucky way. The happy-go-lucky way may serve satisfactorily as long as the business is small but is certain to break down if the business expands and may even be a prime cause of a business failing to expand. Although the full system of accounting outlined in this book would seem to be more elaborate than most English architects would require, the principles on which the system is based are of great value to all architects as showing them clearly and concisely what items in their business are capable of being recorded in accounts and how they inter-relate.

Whether or not any particular architect wishes or is able to adopt a complete system of accounting, he would do well to follow the advice given by the A.I.A. to have an accountant to set up his books; thereafter he can record his transactions day by day and set down the purposes of each transaction, an operation that will only take a few minutes of his time each day. Then periodically he can engage an accountant to transfer the information into his books and prepare the essential financial and cost statements. He would also be well advised to read this book.

RENT AND MORTGAGE INTEREST RESTRICTIONS ACTS

RENT AND MORTGAGE INTEREST RESTRICTIONS ACTS, 1920 TO 1935, with introduction, notes, rules and forms and the text of the repealed Acts, *by Archibald Safford. 8th edition. London: Sweet & Maxwell. 1936. 8s.*

This is a reprint of the 7th edition of Mr. Safford's well-known annotation of the Rent and Mortgage Interest Restriction Acts, with additions and variations required by the passing of the Increase of Rent and Mortgage Interest (Restrictions) Act, 1935, the Rent (Restrictions) Rules, 1933, and the Rent Restrictions Regulations, 1934. Cases are reported up to and including 1935, so that those who have to deal with these matters have before them now the latest possible information presented in a clear and systematic way.

THE DESTRUCTION OF THE MEDIÆVAL ROOF OF ABERDEEN CATHEDRAL

THE MEDIÆVAL ROOF OF THE NAVE OF ST. MACHAR'S CATHEDRAL [ABERDEEN], *reprint from the Miscellany of the Third Spalding Club, Vol. I., by William Kelly, LL.D., A.R.S.A. Aberdeen: Aberdeen University Press. 1935.*

The old nave roof of St. Machar's Cathedral, Aberdeen, was a work of "great value and beauty . . . unique as a mediæval roof of fir timber . . . constructed of whole trees, simply squared and of the comparatively small size still imported from Norway. . . .

As a whole I view this roof as an object of extraordinary interest and value." This was written by Sir Gilbert Scott in 1867, a few months before the whole roof was wantonly destroyed directly against Sir Gilbert Scott's advice.

Apart from the important historical record of the roof itself which Dr. Kelly has compiled, his pamphlet is of interest to us to-day in showing Sir Gilbert as a person who could on occasions be an outspoken champion for preservation. We so often are persuaded to think of him as the destroyer of old things that this incidental side light provided by Dr. Kelly deserves some attention.

Despite Scott's advice the roof, which was built in 1441, was destroyed and no full record taken of its form. The only accurate drawings, and those deficient in architectural detail, were made by Mr. Andrew Gibb while the roof was being dismantled. With the aid of Mr. Gibb's record Dr. Kelly has been able to prepare an exact description of the roof which fully bears out Gilbert Scott's opinion of its value and beauty.

The pamphlet is excellently illustrated by drawings based on Gibb's records.

MAHOGANY

MAHOGANY ANTIQUE AND MODERN. A study of its History and Use in the Decorative Arts. *12¾″ × 8½″. xxii+154 pp. Approx. 420 pp. illus. Edited by William Farquhar Payson. New York: E. P. Dutton & Co. 1926. No price.*

This book is a thorough, well-illustrated guide to the growth, qualities and use of mahogany. The unsympathetic enthusiasm with which the Victorians used this beautiful wood has given it an unhappy reputation among many modern furniture designers which is quite unjustified. Mr. Payson's book should do much to restore the balance.

After a preface there are chapters on the Forestry of Mahogany, by the Editor; Mahogany and the Cabinet Maker; Mahogany in Architecture, by K. M. Murchison, illustrating and describing its use historically in England, France and the U.S.A. and in modern times; Structural and Decorative uses in Marine Architecture and Boat Building; the Piano and its prototypes; Historic Furniture and, finally, Contemporary Furniture.

SPONS' PRICE BOOK

SPONS' ARCHITECTS' AND BUILDERS' POCKET PRICE BOOK, *edited by Clyde Young, F.R.I.B.A. 63rd edition. London: E. & F. N. Spon. 5s.*

Spons' price book is almost too well known to need a review and repeated commendation. Mr. Young has maintained its form as before. Revisions have been made in the wages rates and materials prices as far as possible. A valuable section, however, which badly needs revision and, if possible, expansion is the preliminary table on the cost of particular types of buildings. It is not very convincing to find the cube price given for hospitals based on St. Thomas's Hospital; if Mr. Young can provide us with a really reliable index of cube costs based on buildings of various types and materials erected during each preceding year he will be fulfilling a widely felt want.

CARDIFF

THE CARDIFF CIVIC SOCIETY. *Second Annual Report, 1934-5*

This young Hercules is already killing serpents which seem to exist in the civic life of Cardiff, even, which has a better past history than many British towns. The report briefly gives an account of its interests and activities, which include a properly assumed watching brief over all the building work in the city, advertisement control, the promotion of lectures, the issue of useful booklets such as one on "The Lay-out and Design of Small Houses," and pamphlets on buildings worthy of preservation. The report also includes Lord Tredegar's paper on "The City Beautiful," which was published in this JOURNAL a few weeks ago.

Accessions to the Library

1935-1936—V (*Continued*)

BUILDING SCIENCE—(*Continued*)

PROOFING AND ACOUSTICS

ANTI-NOISE LEAGUE

Noise Abatement Exhibition.—Science Museum, South Kensington. . . 1935.
9¾″. 64 pp. Lond.: the League. 1935. 6d. *Presented.*

BUILDING CENTRE

Noise Abatement Exhibition. (Building Centre section.) leaflet 1935.

SOCIETIES

QUATUOR CORONATI LODGE

Ars quatuor coronatorum. Vol. xlv.
(Some individual papers have appeared independently.)

ENGINEERING

GIBB (*Sir* ALEXANDER)

*The Story of Telford. The rise of civil engineering. [With maps of British roads and canals.]
8¾″. xxi + 357 pp. + 3 folding maps.
Lond.: Maclehose. 1935. 16s. R. & P.

TOPOGRAPHY

GABRIEL (ALBERT)

En Turquie. . . photographies.
10¼″ × 8″. Var. pp. + pls.
Paris: Hartmann. [1935.] (9s.) P.

ALDEN, *publ.*

Outline plan of the city and university of Oxford.
folding map in cover. 9¼″. Oxford. [19—.]
Presented by Prof. H. S. Goodhart-Rendel [F.].

TOWN AND COUNTRY PLANNING AND GARDENS

ABERCROMBIE (PATRICK) *and* KELLY (S. A.)

*East Suffolk regional planning scheme. Prepared for the E— S— Joint R— P— Committee.
12½″ × 10″. xx + 112 pp. + pls. + plans. Liverpool: U.P.; and London: Hodder & Stoughton. 1935.
7s. 6d. R. (2).

CONDER (JOSIAH)

The Theory of Japanese flower arrangements. [Reprint of paper 1889 with new plates.]
9″. (iv) + 88 + (3) pp. + 68 + 36 pls. (backed).
Kobe: Thompson; Lond.: Kegan Paul. 1935. 7s. 6d. P.

JEKYLL (GERTRUDE)

* Garden ornament.
2nd ed. By G— J— and Christopher Hussey.
15½″. Lond. 1927. (£1 16s.) P.
Releases copy for Loan Library.

SOCIETIES

CARDIFF CIVIC SOCIETY

Second annual report. 1934-5. [1935.] R.

Review of Periodicals

Attempt is made in this review to refer to the more important articles in all the journals received by the Library. None of the journals mentioned are in the Loan Library, but the Librarian will be pleased to give information about prices and where each journal can be obtained. Members can have photostat copies of particular articles made at their own cost on application to the Librarian.

SCHOOLS AND UNIVERSITIES

ARCHITECTURE (PARIS). *Vol. XLIX. No. 2. 15 February. P. 37.*

Open-air school at Suresnes by Beaudouin and Lods ; one of the most important modern schools in France. *Also groupes scholaires* at Louveciennes, Condorcet, Jules-Ferrey and Maisons Alfort.

AMERICAN ARCHITECT. *Vol. CXLVII. No. 2639. November 1935.*

Open-air school, Suresnes, France, and at Newark, N.J., latter by J. T. Simpson and B. Rolston.

MODERNE BAUFORMEN. *Vol. XXXV. No. 2. February. P. 87.*

Technical University, Zurich. Machine laboratory, drawing offices, lecture and reading rooms, etc. A "functional" design with grace.

MUSEUMS

BYGGMÄSTAREN (STOCKHOLM). *1936. No. 6. P. 62.*

Linköpings Art Museum. Competition designs. Two galleries, floors, lecture theatre, administration offices, etc.

MUSEUMS JOURNAL. *Vol. XXXV. No. 12. March. P. 457.*

Design in Museum Cases ; article by Assistant Curator of Colchester and Essex Museum, illustrating recent equipment in the Colchester Museum.

LIBRARIES

ARCHITECTURAL REVIEW. *Vol. LXXIX. No. 472. March.*

Viipuri Library, Finland, by Aalto. One of the most up-to-date in planning and equipment in Europe. A valuable reference.

BAUMEISTER (MUNICH). *Vol. XXXIV. No. 3. March. P. 105.*

Frankfurt Library. Another illustrated article on this important scheme.

AMERICAN ARCHITECT. *Vol. CXLVII. No. 2639. November 1935.*

R. & S. Storrs' library, Longmeadow, Mass., by Smith and Bassette. A traditionally designed small local library for town of 5,000.

LIBRARY ASSOCIATION RECORD. *Vol. XXXVIII. No. 2. February.*

Illustrations and descriptions of the newly-arranged Radcliffe Camera Library, Oxford. (Hubert Worthington [*F.*]). The new public library at the Hague and Tottenham, Devonshire Hill Branch Library (H. E. Askey [*L.*]).

CIVIC BUILDINGS

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2145. 27 February. P. 343.*

Town Halls. First in new series of "planning" articles. (See also subsequent numbers.)

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 5507. 6 March. P. 305.*

BUILDER. *Vol. CL. No. 4857. 6 March. P. 483.*

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2147. 12 March. P. 404.*

Harrow Council Offices. Winning and premiated designs. V. O. Rees [*F.*] winner.

ASSEMBLY HALL

MON. F. BAUKUNST U. STADTEBAU (BERLIN). *Vol. XX. No. 3. P. 81.*

Assembly Hall, Helsingfors, by Hytönen and Luukonnen.

SPORTS BUILDINGS

CONSTRUCTION MODERNE (PARIS). *Vol. LI. No. 22. 1 March. P. 451.*

Competition designs for a large physical education centre at Joinville ; includes large arena and provision for all types of sports.

SHOPS

ARCHITECTURAL FORUM. *Vol. LXIV. No. 2. February. P. 88.*

S. H. Kress departmental store, New York. by E. F. Sibbert. A useful reference for big store design.

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2147. 12 March. P. 415.*

John Lewis shop dispatch depot. Draycott Avenue, Chelsea, by Slater & Moberly [*FF.*]. C. H. Reilly and W. Crabtree [*F. and A.*], consulting architects.

AMERICAN ARCHITECT, *Vol. CXLVIII. No. 2641. January. P. 37.*

Shop, Chicago, for Steuben Glass, by J. M. Gates and Pinkey & Jenkins.

MON. F. BAUKUNST U. STADTEBAU (BERLIN). *Vol. XX. No. 3. P. 81.*

The Reichs Air Ministry building, Berlin, by Ernst Sagebiel.

TRANSPORT BUILDINGS

BUILDER. *Vol. CL. No. 4857. 6 March. P. 481.*

Scheme for Gatwick Airport by Hoar, Marlow & Lovett [*AA.*].

MODERNE BAUFORMEN. *Vol. XXXV. No. 3. March. P. 167.*

Small railway station, Urach, Württemberg, by F. Schaal.

CONSTRUCTION MODERNE (PARIS). *Vol. LI. No. 20. 16 February. P. 4102.*

Caen Railway Station, by Henri Pacon.

OFFICE BUILDINGS

BOUWKUNDIG WEEKBLAD ARCHITECTURA. *Vol. 736. No. 8. 22 February. P. 81.*

Office building for the Provincial Electric Supply Co. of N. Holland, by H. T. Zwiers : large 3-storied office and basement.

BYGGMÄSTAREN (STOCKHOLM). *1936. No. 5. P. 53.*

Competition designs for new headquarters for the Stockholm Building Society includes lecture room, offices, etc., etc.

ARCHITECTURE U.S.S.R. (MOSCOW). *1936. No. 2. P. 12.*

Pravda newspaper offices and printing works, Moscow, by P. A. Golossov.

INDUSTRIAL BUILDINGS

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2146. 5 March.*

Engineering factory for R. B. Pullin & Co., Great West Road, Chiswick, by Tubbs, Son & Duncan, and W. J. A. Osburn [*AA.*].

ARCHITECTS' JOURNAL. *Vol. LXXXVII. No. 2144. 20 February.*

Coal cleaning plant, Rising Sun Colliery, Wallsend, by R. A. Cordingley. [*F.*].

BATIR (PARIS), SUPPLEMENT TO CONSTRUCTION MODERNE. *Vol. LI. No. 21. 23 February.*

Abattoirs. A useful 16. p. monograph illustrating plans and equipment. French practice only considered.

HOSPITALS, ETC.

MODERNE BAUFORMEN. *Vol. XXXV. No. 2. February. P. 79.*

Two medium-sized local hospitals by Salvisberg and Brechbühl. Bezirksspital St. Immer and Tuberculosis hospital, Pruntrul, Berne, both excellent simple designs. A useful reference with good illustrations and plans.

AMERICAN ARCHITECT. *Vol. CXLVII. No. 2639. November, 1935.*

U.S. Marine Hospital, Seattle, Wash., by Bebb & Gould and John Graham. Multi-storied; 324 beds and possible additions. Full medical and surgical service.

ARKITEKTEN (HELSINGFORS). *1936. No. 1.*

Municipal Hospital, Tammerfors, by Bertel Strömmer: illustrations and descriptions of surgical and internal medicine departments.

CONSTRUCTION MODERNE (PARIS). *Vol. LI. No. 22. 1 March. P. 442.*

Nestlé Hospital, Lausanne, by G. Épitaux. Forms part of the Cantonal hospital system dealing only with medical cases.

ARCHITECTURE U.S.S.R. (MOSCOW). *1936. No. 2. P. 37.*

Large sanatorium at Barvikha, by B. M. Iofan. Interesting "open" plan designed carefully for sunlight. A useful reference.

THEATRES AND CINEMAS

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3504. 14 February. P. 217.*

The Arts Theatre, Cambridge. Combines theatre, cinema, two shops and 14 sets of undergraduate rooms for King's College. By Kennedy & Nightingale [*F.*].

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3506. 28 February. P. 275.*

BUILDER. *Vol. CL. No. 4856. 28 February. P. 432.*

Paramount Cinema, Tottenham Court Road, by Frank Verity and S. Beverley [*FF.*]. 2,568 seats.

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3508. 13 March. P. 344.*

Reconstruction of Academy Cinema, Oxford Street, London. to make two small cinemas, by L. H. Kemp [*A.*] and Tasker.

ARCHITETTURA (ROME). *Vol. XIV. No. 1. January. P. 17.*

Cinemas: Reference article with many illustrations and much useful information.

CHURCHES

UNNEN DEKORATION (STUTTGART). *Vol. XLVII. No. 3. March.*

Two churches by Holzmeister; St. Adalbert, Berlin, and Christus-Konig, Cleve, Niederrhein.

BAUGILDE (BERLIN). *Vol. XVIII. No. 5. 15 February.*

MODERNE BAUFORMEN. *Vol. XXXV. No. 3. March. P. 141.*

Some recent German churches.

BUILDER. *Vol. CL. No. 4857. 6 March. P. 777.*

Church of Our Lady of Lourdes, Bowes Road, New Southgate by J. A. Crush [*F.*].

JNL. OF RY. ARCHL. INST. OF CANADA. *Vol. XIII. No. 2. February. P. 21.*

Modern church architecture in England. Article by Mr. P. J. Turner. [*F.*]

DOMESTIC

ARCHITECTURE D'AUJOURD'HUI. *Vol. VII. No. 1. January. P. 9.*

Modern week-end cottages. Illustrations of many examples and results of A d'a'h competition for a week-end settlement plan. An interesting reference. Also other small houses.

TÉR ÉS FORMA (BUDAPEST). *Vol. IX. No. 2.*

Minimum plan studies for bed-sitting rooms, bath-rooms, kitchens, etc. A useful reference.

FLATS

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2145. 27 February. P. 333.*

Dorset House, Marylebone Road, London, by T. P. Bennett [*F.*] & Son, and Joseph Emberton [*F.*]. 185 flats, 16 shops and garage.

ARKITEKTEN MAANEDSHAEFTE (COPENHAGEN). *Vol. XXXVIII. No. 1.*

Tenements in Denmark. Illustrations and descriptions of several important examples with a very interesting insolation analysis of one scheme. A useful reference.

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3508. 13 March. P. 339.*

Flats at Stanmore, by Owen Williams.

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3506. 28 February. P. 280.*

Elm Court, Watford. Two storied block of six flats, by Max Lock [*A.*].

HOTELS AND RESTAURANTS

ARCHITECTS' JOURNAL. *Vol. LXXXIII. No. 2144. 20 February. P. 312.*

Girls' Hostel, Nottingham, by Bromley, Cartwright [*A.*] and Waumsley [*L.*]. Living room for about 50 girl employees of a departmental store.

ARCHITECT AND BUILDING NEWS. *Vol. CXLV. No. 3508. 13 March. P. 333.*

Norbury House Hotel, Droitwich Spa, by Stanley Hall and Easton & Robertson [*FF.*].

ARCHITECTURAL FORUM. *Vol. LXIV. No. 2. February. P. 108.*

Restaurant Longchamps, New York. Medium size, smart restaurant, with quick lunch bar, etc.

ARCHITECTURAL RECORD. *Vol. LXXIX. No. 1. January. P. 67.*

Restaurants and shops in America. Illustrations of some recent buildings.

BUILDING SCIENCE

MODERNE BAUFORMEN. *Vol. XXXV. No. 2. February. P. 69.*

Insolation of rooms and density of population. A useful article relating sunlight planning to density. Illustrated by statistics and diagrams relating to big European cities.

PUBLIC LECTURES AT THE EXHIBITION OF EVERYDAY THINGS

In connection with the Exhibition of Everyday Things two Public Lectures have been given at the R.I.B.A. The first on "The Educational Aspect of Design" was given by Mr. Frank Pick, Hon. A.R.I.B.A., on Wednesday, 26 February, at 6 p.m Mr. R. A. Duncan, Joint Hon. Secretary of the Exhibition Committee, was in the chair. The second lecture on "Design in Everyday Things" was given on Tuesday, 10 March, by Sir Eric Maclagan, C.B.E., F.A.S., Hon. A.R.I.B.A., Director of the Victoria and Albert Museum, Mr. J. Murray Easton in the chair.

THE EDUCATIONAL ASPECT OF DESIGN

Mr. Frank Pick took for the subject of his lecture the problem of the educational approach to design. We had to-day, he said, to study an entirely fresh problem of Man in relation to a self-made environment. If we considered evolution in Nature could we say that a natural environment had produced good design? To take one instance only, could we say that the giraffe, whose long neck and mottled body had indisputably been evolved on the basis of fitness for purpose, was æsthetically a good design? And now that our environment was no longer natural but artificial and self-made, reflecting our needs, dimensions and capacities, what was to be its influence on man?

Looking back over the centuries by way of museums, one finds that as regards the Middle Ages and earlier periods of history the greatest regard was now given to the commonest objects—objects which have become rare because once they were common. In recent centuries one was tempted to say that only the unfit things have survived for display in Museums. The things in common use have been ignored.

The ordinary instincts and intuitions which governed man in the past are no longer any good to him in his new environment. We live in an artificial world and must be guided not by nature but by a cultivated intuition—in a word by education.

"The value of education as I see it," said Mr. Pick, "is to be an eliminator." Education to-day should mean the elimination of everything that is not right, not beautiful, not fitting; but elimination can be carried so far as to eliminate what can only be described as the element of common humanity. This danger was demonstrated, he thought, by the Exhibition of Everyday Things, which showed the lack of the more human elements of ornament, humour, and variety. It was too bare, too austere. "Safety First" was its watchword.

It was obvious that other elements than efficiency are necessary to a complete life. A taste for ornament, for instance, however ill-regulated, is an instinctive one. This necessity was demonstrated in the Chinese Exhibition where, in the early periods, simplicity and ornament went hand in hand. The Chinese Exhibition also showed how through the centuries ornament was debased, and became used simply as a means of vulgar and expensive display. Education should enable us to direct our taste so as to achieve a considered restraint in the use of ornament.

"Now if we are to have some ornament, some sense of humour, some novelty, some vogue, we still do not escape from those primary elements of good design which must find fitting expression. Fitness of purpose still remains." The problem of Education and Design, as Mr. Pick saw it, could be approached straightforwardly from three basic points of view—fitness for purpose, appropriateness of materials and sound construction.

With regard to the first approach, it was significant that in an Exhibition like the one under discussion it was always the kitchen which was indisputably the most successful issue from the point of view of planning and equipment. The dining rooms and living rooms needed to be approached from a wider angle. "We are getting," said Mr. Pick, "to a stage when we almost discuss our chairs and our tables from the engineering point of view—a very partial point of view."

With regard to the question of materials, such an Exhibition served to demonstrate the comparative defects of some modern materials, for instance the unpleasantness of chromium compared with silver and pewter. Were we not in danger of being led astray by these new materials?

As for the soundness of construction, there was one design at any rate in the Exhibition, which dated from the Iron Age. In the Iron Age there was no alternative, to-day there was. Was it right to tender us to-day that solution of that particular problem in that form?

The lecturer was forced to the conclusion, therefore, that the problem of design could not be approached only from the utilitarian and technical point of view. As intelligent beings we must be prepared to go further. Two more elements, he suggested, must come into the problem, the elements of form and colour.

As for form, he traced the threefold influence on it of the nature, of the physicist, and of the craftsman. Of colour he said that we have far too great a wealth, and that in our ignorance we abuse it. As an example of our wrong conception of the use of colour he quoted the glass exhibits in the Exhibition. If glass is to have colour, should it not be something bright and gay, not a muddy green or brown? There was an enormous scope for subtle and beautiful combinations of colours all based on simple dyes, as was shown by the Chinese Exhibition, before ever recourse need be made to the wealth of chemical dyes which we have at our disposal.

"When we have taken our education through form and colour . . . we are still only half-way to beauty. We have to find a sensibility born of practice with eye and touch which some acquire easily and others with difficulty. I do not think that education can go so far as to teach that sense of beauty." This sense of beauty was instinctive, but it could be acquired by actual experience of life. Some things you recognised as quite right the moment you saw them—the simpler Chinese pots of the Sung Dynasty; the Greek stone jar with rope mouldings; a picture by Botticelli at his best; the porches of the Cathedral at Chartres. The last and most difficult problem of the educational approach to design was the acquisition of that sensitiveness to beauty.

"Education," said Mr. Pick in conclusion, "is all directed to one thing, and that is choice. Choice is your prerogative. What I have to ask is that it should be educated choice,

educated not only with regard to the essentials of design, fitness for purpose, appropriateness of materials and sound construction, but educated also in this matter of ornament, humour and variety. I cannot but think that if education takes this wider form we shall make more rapid progress towards good design. . . . Modernism has never pulled itself together. There is no consistent body of thought or doctrine enshrined in the things it has given us. . . . There can be no hope of vital art until we have a wholeness of outlook, until we pursue some path to its end, and that path must be connected with the past; it must be a continuous path through civilisation."

The Exhibition, he said, was immensely valuable. It taught us to see the simplicity of things. On that framework of simplicity could we not now build a body of design which would have new beauty, and new interest, which would be more fully representative of the life which we now hope to live?

DESIGN IN EVERYDAY THINGS

Sir ERIC MACLAGAN said that what was often described as a "museum piece" was not generally an object of everyday use. Although the Victoria and Albert Museums had been founded in order to encourage better design in industrial art, which certainly included everyday things, it must be confessed that the period of the Great Exhibition was not particularly strong on these objects, but showed a preference for the peculiar and elaborate. At the Chinese Exhibition most people were impressed by the bronzes of those dynasties which preceded the Han dynasty, and nearly all those bronzes were in a sense objects of everyday use. The Chinese of those earlier dynasties were already masters of design in everyday things, and probably reached a point of perfection in that sort of design which has very seldom been surpassed.

The question of Ornament, he felt, was the real crux of the problem to-day. There was no necessary opposition of interest between ornament and design, and in those Chinese bronzes the two were happily married; but occasionally there was an unhappy marriage of design and ornament, and the interest of the general public was much easier to arouse in ornament than in design because design was much harder to understand. This paramount interest in ornament was a particularly English characteristic. In the past in English art there had always been a tendency to exuberant ornamentation, which had not infrequently led to a reaction in favour of plainness, and in consequence to a fresh emphasis on design; but the English had generally, after such a reaction, returned again to ornament, which sometimes tended to overpower the design. The lecturer illustrated this tendency by the constant reaction from the simple to the ornate which was shown in the history of the development of English architecture.

At the moment there was a reaction from ornament towards simplicity. It was impossible in speaking about any subject connected with industrial art to over-estimate the debt which we owed to William Morris; but it would be fair to say that Morris was in nothing more typical of Englishmen than in his love of that exuberant ornament which naturally attracts our English taste. Although he was far from suggesting that Morris's ornament, in which he took such delight, was a bad thing, there was no doubt that the general tendency of taste just now was away from that rich kind of ornament in which Morris delighted, and people who were working in industrial art were bound to pay attention to the taste of the period.

At the same time, ornament was fundamentally akin to English taste, and he did not suggest that industrial art, should forswear ornament altogether. All art was the better for a periodical correction from anything tending to excess, and such a swing back need not necessarily be ascribed to badness or even to marked excess in the period preceding it.

In discussing industrial art, one had also to reckon with the desire, and even to some extent with the necessity, of change for change's sake. At the same time, it was important to remember that there were some everyday things, such as a teacup and saucer, a teapot, a spoon, which had evolved into something that was very near perfection of design and shape. A long process of trial and error had produced, in some of the classical examples, shapes which were as near perfection as it was possible to imagine, and we should not gain by going away from those shapes in the search for novelty. Novelty had its reason, to take again an obvious example, when tea sets were designed to be square in outline for convenience of packing. Though perhaps not so pleasing to the eye, that was a very legitimate kind of change. On the other hand, the changes which were made in order to be different were almost bound to make the teapot less convenient, and probably in the end less beautiful.

The elimination of ornament and the emphasis on design was putting industrial art to a very hard test. It was much easier to design an elaborately decorated cup and saucer than a cup and saucer which were perfectly plain and which had to rely entirely on design to give that sense of satisfaction. That was really what the modern producer was aiming at and what the consumer was coming to demand.

The lecturer went on to speak of the importance of education in forming the tasks of the purchaser. One of the most valuable ways in which the consumer could be educated, in which the middleman could find out what was being admired and what he could safely stock, and in which the manufacturer could be stimulated to produce better mass-produced goods, was just such an exhibition as the Exhibition of Everyday Things, and no one who visited it could fail to be grateful to the Royal Institute of British Architects for its organisation. But there was also another kind of exhibition which had, particularly in the past, played a very important part. It would be foolish to minimise the service which has been rendered to industrial art by such exhibitions as those of the Arts and Crafts Society, particularly in its earlier days. It was the craftsmen of the Arts and Crafts movement, producing individual objects of art, who provided the necessary inspiration to the producers of machine-made, mass-produced goods. One of the big differences between our attitude towards industrial art to-day and the attitude of people like Morris, was that Morris was apt to speak as if machinery and mass production were bad things in themselves, whereas we felt to-day that they were not bad things in themselves but that they had often been used in a misdirected way. It would be the greatest mistake to try to divorce the artist-craftsman from the designer for mass production. There was always a slight tendency to this because exhibitions were designed to appeal to people with a moderate income, and there was no question of the work of the individual craftsman ever being cheap. Democratic insistence on the goods produced

for the moderate purse should not, however, lead to the exclusion from exhibitions of the work of the individual craftsman, and the exhibition of such work side by side with mass-produced articles was not in the end damaging to either. It was to the craftsman that we had to look for help in a general improvement much more than to the artist. Decoration by independent artists had often produced extraordinarily charming results, but that sort of work would not help the great question of better design in everyday things. There was an example of that in the Greek painted vases of the best period. The shapes of those vases were often of extreme beauty, and they were probably very convenient for the use to which the Greeks put them, but they adapted themselves singularly badly to the uses to which modern people put crockery.

He wished to say a word about another kind of exhibition which has been started by the Council for Art and Industry at the Victoria and Albert Museum, exhibitions in which modern industrial art, everyday things of as good design as could be found, were shown in immediate proximity to examples of the same kind of thing made in the past.

That sort of exhibition was one that might usefully be developed so as to help in this work of the improvement of design in everyday things. The Victoria and Albert Museum, had ultimately succeeded in bringing together an unrivalled collection of the great works of industrial art of the past for the inspiration of the modern artist. It was necessary to insist upon the word "inspiration" because nobody connected with a museum would ever wish that the industrial art of the past should be used for modern artists to imitate, but rather that they should refresh themselves by studying it and use the inspiration which they derived from it to produce better work, on what might be totally different lines. Given that museums were used in that way, he believed they would be among the most valuable means for improving design in everyday things and for getting better work done in the direction of mass production, alien though mass production might seem from those single objects with which we associated museums.

THE FOURTH INFORMAL GENERAL MEETING

THE PLACE OF THE ARCHITECT IN THE COMMUNITY

On 11 March the Fourth Informal General Meeting was held at the R.I.B.A., on the subject of the "Place of the Architect in the Community."

Mr. HENRY BRADDOCK was in the chair. He opened the meeting by defining Junior Members, for whom these meetings take place, as members young in mind, and ready to lend what assistance they could to the R.I.B.A. He explained that these meetings, which were organised by the Junior Members' Committee of the R.I.B.A., gave Junior Members an opportunity to express their opinions.

Mr. CHARLES MARRIOTT began the discussion with an excellent speech which this Journal hopes shortly to publish in full.

In his opinion, the architect's place is everywhere, but primarily on the ground floor of the community. Elevations, he said, might almost be left to amateurs, but the architect's training and sense of form were vitally necessary to planning in all senses. The architect is the divinity who shapes our ends, whereas engineers, and other technicians construct these ends. All the experts concerned in the social fabric should pool their knowledge, but the shaping of this fabric should be in the hands of the architect.

Mr. Marriott spoke of some of the architect's difficulties, such as the emotional value of the work or site, as against the aesthetic value, and the inability of the public and many of the older generation of architects to see the essentials of a well-designed building. He compared the "absolute architecture" of some present day work with the "absolute music" of Bach, in contrast with merely descriptive architecture or music.

An architect should be a selector in other trades, not necessarily a designer in them.

Mr. R. LL. DAVIES spoke of the difficulty that students of architecture had in finding the architect's place in the community. The requirements of a building were many and varied, as demanded by the client or lessor, the consumer or tenant, the building laws, etc. In many cases, particularly in housing, these requirements could not all be met, and the organisation of society was more to blame than the architect or building technician. The architect, then, should, if and where necessary, try to alter the organisation of society, and for this purpose a grounding in economics and sociology should be taught in architectural schools.

He foresaw the elimination of private practice for architects.

Mr. VERNER O. REES mentioned the increase in importance of the architect's place during the last hundred years, and suggested that this importance could be further stressed by collective action through the R.I.B.A. He said that society resented the professional preaching of individual architects, and that architects would have more influence if all buildings were better suited to their purposes.

An architect is responsible to his client, his builder, and to other artists, and he should co-operate more with sculptors and painters.

After this, the meeting was thrown open for general discussion, in the course of which Mr. SKINNER recommended that the architectural work of local authorities should be expanded at the expense of private practice. The local authorities could work with lower overhead costs, and were in close touch both with other authorities and with the community—their real clients, particularly in housing, on whom they depended for election. He also urged, once more, that these meetings should have press publicity.

Mr. T. BRADDOCK spoke as a member of a public committee employing architects, and said that the chief difference between official and private architects in public work was the means of payment. He thought that the architect has little professional influence, and should therefore study present conditions, and use his professional experience as a member of the community.

Mr. JORDAN spoke of the difficulties mentioned by Mr. Marriott in evaluating the emotional importance as opposed to the æsthetic importance of architecture. He said that it was very hard for architectural educationalists to foresee the trend of world affairs in order to train students to deal with the future state of society.

Several other members and students spoke, succeeding better than at most former meetings in keeping to the point. It was an interesting meeting, which opened excellently, and on the whole maintained its interest until the end at about 8 o'clock.

THE NORTHERN ARCHITECTURAL STUDENTS' ASSOCIATION

Towards the end of 1933 it was suggested that student members of certain provincial schools and allied societies might arrange a joint meeting and afford the opportunity for the exchange of views and comparison of activities. The idea was so well received in North Britain that after an initial congress at Manchester in 1924 it was decided to set up a "North British Architectural Students' Association," for all probationers and students of the R.I.B.A. who are also members of the Schools of Architecture and/or the Allied Societies of the district.

A draft constitution was adopted whereby it was decided that an annual congress should be held at a centre in North Britain and that the activities of such a congress should include discussions, debates, reading of papers, visits to new and historic structures and representative exhibitions of the current and historical work of each centre visited. A council, consisting of the president and hon. secretary of the student organisation at each centre, was formed for the administration of the association, the president and hon. secretary of the centre at which the congress is to be held becoming president and hon. general secretary of the association. Being geographically well placed Newcastle was selected as the most suitable centre for general council meetings, which are held there three times yearly.

In the year that elapsed between the first and second congress the association received a grant from the R.I.B.A., thus placing the financial organisation of the annual congress on a more sure footing. The Council promoted and adjudicated the first association competition, they also considered various means whereby a continual link between centres could be created.

Glasgow was voted the centre for the second congress, which was held there in February, 1935. This did much to further student interest in the association, two centres, Aberdeen and Hull, sending delegates for the first time. Here the congress received the patronage of the civic authorities, the Lord Provost, Sir Alexander Swan, welcoming the delegates.

With membership steadily increasing during the year which followed the activities of the association were further consolidated by the promotion of two competitions, the exchange between centres of current exhibitions of school work, and the issue once a term of a bulletin of the activities of each centre. A full constitution clearly stating the objects and activities of the association was presented and approved by the Council. The objects of the association as laid down in the approved constitution are threefold :—

Social : Through intercourse, rapidly to disseminate new ideas—to afford opportunity for the exchange of views—to promote good will and stimulate interest—to widen social and professional experience.

Educational : To promote unity in national architectural ideals and to formulate objectives for the future. To ventilate opinions on the design of present and future educational systems. To encourage constructive criticism of existing methods of training and to offer suggestions for betterment. To examine collaborative propositions for student training, travel and research, and to effect reciprocal arrangements with foreign student organisations.

Professional : To study the conditions of architectural practice and to devise means of facilitating graduates to obtain employment. To note probabilities and possibilities of the extension of the scope of professional practice along "specialist" lines. To co-operate in the compilation of professional data.

The Third Congress was held at the School of Architecture, Armstrong College, Newcastle, on 28 and 29 February, 180 delegates and about 50 visitors attending. The President of the R.I.B.A. was patron of the Congress, Mr. J. G. S. Lawson President, and Mr. Harold Oswald and Mr. W. B. Edwards Vice-Presidents.

For members who arrived early on Friday a motor tour of the Tyne Valley, including the Roman Wall and Hexham Abbey, was arranged. Official delegates from each centre were entertained to luncheon in the Mansion House by the Rt. Hon. the Lord Mayor of Newcastle, Alderman W. Locke, J.P., other principal guests at the luncheon being the Sheriff, Professor Walter Gropius, the President of the Association, the Vice-Presidents, the City Engineer, the City Architect and members of the Newcastle Corporation.

After the luncheon the Civic Party and guests proceeded to Armstrong College, where the Lord Mayor officially opened the Congress and the Exhibitions. After tea in the Library the prize-winners in the Association Competitions were announced, and Mr. Denis Winston gave a short penetrating criticism of all the designs submitted.

At 6 p.m. Professor Walter Gropius read a paper on "Modern International Architecture," in which he comprehensively traced the origin and the development of modern work in a brilliant and inspiring way. Over 250 people attended this meeting.

The first day's proceedings closed with a supper, at which Professor Gropius was the principal guest.

On the Saturday morning alternate visits were arranged, one to Durham Castle and Cathedral, where visitors were shown round the Castle by the Architect to the Durham Colleges, C. Elgey [*A.*], and round the Cathedral by the Architects to the Dean and Chapter, Professor R. A. Cordingly, [*F.*], and Mr. D. McIntyre [*A.*].

The second visit was an inspection of the River Tyne from the official launch of the Tyne Improvement Commission at the invitation of the Commissioners. About 70 people attended each visit.

On Saturday afternoon the Annual General Business Meeting was held, when it was decided by 61 votes to 7 to hold the Fourth Congress at Leeds, and also that in future the Association was to be known as the Northern Architectural Students' Association. Later in the day, during a discussion on Architectural Education, led by Mr. G. G. Haythornthwaite, many interesting proposals and reforms were brought forward by members, and it is intended that the substance of this meeting should in due course be published.

The Congress closed on the Saturday evening with "Congress Dances" in the University Union.

Five Exhibitions were on view during the Congress. In the Northern Architectural Association Rooms there was an Exhibition of Photographs by members of the Armstrong College School of Architecture. By arrangement with the Laing Art Gallery, the R.I.B.A. Exhibition of International Architecture was on view there. In the School of Architecture there was an Exhibition of current work by members of the Armstrong College School of Architecture. All the drawings submitted in the Association Competitions were exhibited. Finally, there was the N.B.A.S.A. Exhibition of Foreign Students' Work which comprised most interesting sets of drawings from Russia—The Moscow Architectural College; America—Yale University; and France—The Beaux-Arts Institute.

Further particulars of the association and of the congress will be gladly supplied to any student interested. Communications should be addressed to The Hon. General Secretary, N.B.A.S.A., School of Architecture, Armstrong College, Newcastle-upon-Tyne 2.

KENNETH EASTON.

Notes

VICE-PRESIDENT'S ENGAGEMENTS

Mr Stanley Hamp represented the President at the Annual Dinner of the British Iron and Steel Federation on 19 March.

WARNING CANCELLED

The A.A.S.T.A. unreservedly withdraws the "Warning" in the issue of *The Keystone* of June, 1935, referring to Mr. H. C. Scotto, L.R.I.B.A., F.I.A.A., 18, Mill Street, Maidstone, Kent, whose very high professional reputation they have pleasure in acknowledging. The "Warning" was inserted under a misunderstanding, and was, and is, entirely without foundation. The Council of the A.A.S.T.A. wish to express to Mr. Scotto their sincerest regrets for any inconvenience which the "Warning" may have caused him, and to apologise for its insertion.

THE TYLERS' AND BRICKLAYERS' COMPANY LONDON ARCHITECTURE MEDAL

The second award of the Gold Medal to be presented annually by the above Company to the Architect of the building judged to have the most merit within the R.I.B.A. radius of eight miles from Charing Cross, will be announced in June 1936.

The building is to be one of brick and tile (buildings having a small amount of stone or other dressings will not necessarily be precluded) and must have been completed within the last three years ending 31 December 1935.

Any practising Architect is at liberty to nominate any buildings, including his own, for the consideration of the Jury, no special form is necessary, and the following information only should be given :—

Name, situation, and Architect of building signed by the nominator.

Nominations must be sent to the Clerk of the Tylers' and Bricklayers' Company, 6, Bedford Row, W.C.1, not later than 15 April.

The R.I.B.A. is assisting in judging the award.

MR. G. H. JACK [*F.*]

Mr. G. H. Jack [*F.*] has been appointed deputy secretary of the Council for the Preservation of Rural England in place of Mr. D. C. L. Murray, who recently took over the position of secretary of the International Federation of Housing and Town Planning.

R.I.B.A. DANCES

The R.I.B.A. dance fixed for 31 January, which was postponed owing to the death of His Majesty King George V, will be held instead at the end of the series of dances, that is, on 24 July.

MAINTENANCE SCHOLARSHIPS IN ARCHITECTURE

The Architects' Registration Council of the United Kingdom offer for award in July 1936 two Maintenance Scholarships in Architecture. The scholarships will consist of a grant for the payment, in whole or in part, of the school fees and necessary subscriptions, instruments, books, etc., and, when necessary, a maintenance allowance not to exceed as a rule £100 a year. The scholarships will be renewable from year to year until the student has finished his or her school training. They will be available for students of British nationality who could not otherwise afford such training to enable them to attend architectural schools approved by the Council. The scholarships will be available both for students who have already begun their training and for students wishing to begin their training. They would not normally be granted to students under 17 years of age.

Particulars and forms of application may be obtained from :

The Secretary to the Board of Architectural Education,
Architects' Registration Council of the United Kingdom,
18, Abingdon Street, Westminster, London, S.W.1.

The closing date for the receipt of applications, duly completed, is 1 April 1936.

EXHIBITION OF EVERYDAY THINGS

Members are reminded that Exhibition catalogues can be obtained from the Institute, price 1s. 6d. post free.

Obituaries

REMINISCENCES OF POWYS AND THE S.P.A.B.

A. R. Powys, C.B.E., F.S.A., A.R.I.B.A.,
Late Secretary of the Society for the Protection of Ancient Buildings.

When Thackeray Turner resigned the position he had long held as Secretary to the Society for the Protection of Ancient Buildings, Powys, strongly recommended by Turner, was appointed to fill his place. Turner's estimation of Powys's character and abilities was more than justified, for except for a break during the war, Powys devoted his mind and energy to the work of the Society. He carried on the ordinary practice of an architect, latterly assisted by his partner, J. E. M. Macgregor, but the Society's work always with him took first place and absorbed his best thought and zeal. Visiting, inspecting, reporting and interviewing were but a part of his day's work, and he would fill in the evening by travelling to some provincial town to lecture on the work he had so much at heart, the preservation of some notable building or the saving of a row of ancient cottages. Recently much of the work of the Society and its Secretary has been, with the help of the C.P.R.E., devoted to attempts to save from ill-considered road widening the ancient cottages and bridges of the country.

The establishment of the Central Council for the Care of Churches and the appointment of the Diocesan Advisory Councils relieved to some extent the feeling of responsibility that the Society seemed to have for the repair and additions constantly being made to ancient churches, but it was far from reducing the work of the Secretary, who was unremitting in his watch on behalf of these bodies. Frequently technical advice was sought from the Society and its Secretary by the Councils.

With all his ardent appreciation of ancient buildings and old work generally, Powys combined a very practical outlook on every branch of building work and construction. His reverence for the old did not prevent him from considering and adapting the new when it was useful or sound. This may be seen in his book "Repair of Ancient Buildings," where he deals in turn with all the different crafts connected with building and gives reasons why the old methods and customs are nearly always the right ones—right at any rate at the date they were done.

The executive of the S.P.A.B. contains six or eight practising architects, with the result that the Secretary's proposals or his reports were pretty thoroughly—to put it mildly—discussed. Powys held strong views and did not hesitate to state them, while at the same time he was the perfect Secretary and deferred at once to the decision of his Committee—which was sometimes wrong! I can remember only one occasion when Powys's enthusiasm—quixotic it might be called—carried away the Committee on a course which most of us now regret.

Powys's innate sincerity won him friends from unexpected quarters. He shocked his Committee one day into silent amazement by calmly handing the chairman a cheque for £20,000 and announcing that it had been given him by an anonymous donor specifically to acquire and preserve ancient buildings, which we might judge to be worthy of preservation. But the Secretary had done more than merely accept the gift; he had told the donor at once and got his approval to the money being used as capital to purchase buildings which could be put in repair and either let or sold (under restrictions) so that the capital would remain and continue to be used over and over again. That at any rate was the aim and a company called the "Ancient Buildings Trust" was formed to carry on this branch of the work on behalf of the Society. Already several buildings have been acquired and dealt with. One example may be cited—48, Devonshire Street, Bloomsbury. This is now a museum for ancient musical instruments and is worthy of a visit, both for the building and its contents.

The donor, however, was not done with his gifts. He next bought and handed over to the Society the old Assembly Rooms in Bath.

Finally he handed over another cheque, with instructions to purchase Montacute House in Somerset. The freehold of these two properties the Society vested in the National Trust, the Society remaining responsible for management and maintenance.

None of the Committee knows the name of this generous donor; and it seems to me they might never have heard of him but for Powys, who must have impressed him and been the immediate cause of the unparalleled munificence, and this is my only reason for giving these details.

Amid all his serious work and the heavy task of dealing with and guiding his executive committee, Powys had a very keen sense of humour, which came out from time to time. In one of his lighter moods he caught the writer turning up his nose at a photograph of some doubtful ancient building labelled "antique." "Troup," he said, "can smell a 'faked' building before he sees it!" A little frivolity in a committee is a good thing, and Powys knew it.

Thomas Hardy started life as an architect and was a member of the S.P.A.B. The Society possessed some reports and specifications written by Hardy, and the manuscript of an address he gave at an annual general meeting. We decided that as they were no longer of use to us we would sell them,

and this was done. Powys again took the lead and persuaded the Committee that this money, or part of it, should be used in repairing some building in the Hardy country as a memorial to the novelist. The little church of Winterbourne Tomson, which was half roofless and in a derelict condition, was chosen, and Powys himself saw to its reparation and to a small bronze panel being affixed to the walls recording what had taken place. Here it was he chose his own burial place, and here his body was laid to rest on the 12th of this month.

Powys had had more than one serious attack of the complaint from which he died. We urged him to ease off and let others do the hard work, but nothing would persuade him that he was not—as he certainly looked—a strong and healthy man. He had not allowed for having been a prisoner in Germany during the War. That privation and hardship may well have made him less able to resist the disease.

A splendid and loveable man cut off in his prime, it will be long before his place can be filled as he filled it. F. W. TROUP [*F.*]

RUDOLF DIRCKS [*Hon. A.*]

Many members of the R.I.B.A., both young and old, lost a good and helpful friend when Rudolf Dircks died on 29 February. He was my oldest and dearest friend. Dircks, who was born at Newcastle-on-Tyne, was the youngest son of Mr. James Dircks, and was educated at Dr. Ehrlich's private school. During the War he was honorary secretary of the Civic Surveys of Greater London and the Provinces, and in 1918 he was vice-chairman of the executive of the Architects' War Committee. Dircks devoted a considerable portion of his time to writing, and, in addition to his publications on professional subjects, he had written short stories, "Versimilitudes," 1898, a novel, "The Libretto," 1899, and a biography, "Auguste Rodin," 1904. He edited "Plays of Sheridan" and "Plays and Dramatic Essays of Charles Lamb," and wrote on the later work of Sir Lawrence Alma-Tadema. He edited "The Wren Bicentenary Memorial Volume, 1723-1923," and wrote on the library and collections of the R.I.B.A. in 1920. He married in 1892 Sara Hay (translator of Schopenhauer's Essays), daughter of Mr. Alfred Goddard.

Dircks was appointed Assistant Librarian of the R.I.B.A. in 1892; Librarian in 1896; and Editor of the R.I.B.A. JOURNAL in 1921. He took the greatest interest in his work: for over a year before he read his paper at the Institute on the Library of the R.I.B.A. he seemed to think of little else.

Dircks excelled in various ways: he was a fine athlete, a dramatic critic and author and a recognised authority on classical dancing. When he was 18 he wrote a play on the Kendals and received royalties during several years. He took considerable interest in sculpture and was a great admirer of ancient Spanish work. Two of his particular friends were Mr. F. W. Pomeroy, R.A., and Mr. Henry Poole, R.A. Among the large number of his architectural friends was Mr. E. A. Rickards. I well remember a holiday at Wimereux, about 25 years ago, with Dircks, Poole, and Rickards, and Dircks collected several caricatures by Rickards, mostly of Dircks and myself; Dircks had the greatest admiration for Rickards both as an architect and as an artist.

As an art critic Dircks wrote for several important weekly journals, including "The Builder," and was a popular member of the Arts Club. I remember once he was very late for an appointment at my Club, and excused himself by saying that a young artist who had an exhibition in Bond Street had insisted on reading to Dircks a long account of it, in very favourable terms. It was an unsigned article by Dircks.

Generally the impression left on me by Dircks, is the recollection of his charming voice, his love of literature as well as art, and his great sense of quick, decisive humour: a source of enjoyment to all his friends. SYDNEY PERKS, F.S.A.

JAMES RAGG WIGFULL [*F.*]

Mr. J. R. Wigfull, M.A., F.S.A., F.R.I.B.A., died on 16 February 1936, at Sheffield, where he was greatly respected for his liberal sympathies and enthusiasm, and for his unsparing devotion to anything he took in hand.

Mr. Wigfull was born in 1864 and was the son of William Wigfull, of Sheffield. He was educated at Nether Hall College, Doncaster, and the Sheffield School of Art. He was articled to Messrs. Flockton & Gibbs, and began to practise in Sheffield in 1892. In 1892 he was elected an Associate, and in 1894 won the silver medal for measured drawings of the north transept of Lincoln Cathedral. He became a Fellow in 1923. Mr. Wigfull's more important works include the extension to the Sheffield School of Art, the Hotel Portland, Chesterfield, the Infant School, Firshill, Sheffield; Unity Church, Crookesmoor, the Unitarian Church, Gainsborough; the Maternity Hospital for Ecclesall Board of Guardians, and many hotels and houses in Sheffield and the surrounding district.

He was a member since its inception and past-President of the Sheffield Society of Architects and Surveyors, and was Hon. Secretary for nineteen years of the Hunter Archaeological Society. Few men knew more about the history of churches and historical buildings in South Yorkshire and Derbyshire, and he was joint-author with the Rev. Henry Cecil of "A Short Descriptive History, with Illustrations, of Sheffield Cathedral."

In 1934 Mr. Wigfull received the honorary degree of Master of Arts of Sheffield University, and was a member of the Board of Governors of the University. He is succeeded in the practice by Mr. Harold W. Inott, L.R.I.B.A., and Mr. Clement B. Ridgeway, L.R.I.B.A.

FREDERICK TURNER WADDINGTON [*F.*]

Mr. Frederick Waddington was born in 1863 and died on 7 February 1936. After serving his articles with Mr. Thomas Nightingale, an architect of Bolton, he went to Australia and set up in practice at Melbourne in the year 1887, practising there for fifteen years. For the last thirty years he was in practice in Blackpool, first in Birley Street and later at 52 Abingdon Street. From 1919 till May 1935 he was in partnership with Mr. H. G. Waddington [*A.*], and in June 1935 he took into partnership Mr. R. H. Jubb [*A.*], who is now carrying on the practice at 52 Abingdon Street.

The principal buildings in Blackpool for which Mr. Frederick Waddington was the architect are the Blackpool Sanatorium, All Saints' Parochial Hall, St. Mary's Church and Parochial Hall, the reconstruction of Messrs. R. H. O. Hills' store after fire in 1932, several large hotels and a considerable number of large private houses in Blackpool and district. Mr. Waddington was also an expert quantity surveyor with a particularly wide knowledge of domestic architecture. He was elected a Fellow of the R.I.B.A. in 1926.

ALLIED SOCIETIES

WEST YORKSHIRE SOCIETY OF ARCHITECTS

A Dinner-Dance has been arranged under the patronage of the President and Council of the West Yorkshire Society of Architects for architects and friends.

It is to be held at Powolny's, Bond Street, Leeds, on 27 March 1936, and as the accommodation is limited, those wishing to attend should reserve their tables as soon as possible.

Tickets are 7s. 6d. each and may be obtained from F. Digby Firth at the Leeds School of Architecture.

THE BIRMINGHAM AND FIVE COUNTIES ARCHITECTURAL ASSOCIATION

Annual Dinner

The annual dinner of the Birmingham and Five Counties Architectural Association was held in the Grosvenor Rooms of the Grand Hotel, Birmingham, on Friday, 28 February. The guests, who were received by the President of the Association, Mr. Alfred Hale [*F.*], and Mrs. Hale, included the President of the Royal Institute of British Architects, Mr. Percy Thomas, O.B.E., and Mrs. Thomas; the Lord Mayor of Birmingham, Alderman S. E. Grey, and the Lady Mayoress; the Secretary of the Royal Institute of British Architects, Sir Ian MacAlister, and Lady MacAlister; Sir Patrick Hannon, M.P.; the Barber Professor of Fine Arts in the University of Birmingham, Dr. Thomas Bodkin; the Director of Art Education, Birmingham, Mr. H. H. Holden, A.R.C.A.; and the Birmingham City Engineer, Mr. H. J. Manzoni.

After the loyal toasts had been honoured, the toast of the city of Birmingham was proposed by Sir Patrick Hannon, who spoke of the civic spirit and genius for muncipal government of Birmingham people to which the city owes so much.

This was acknowledged by the Lord Mayor, and the toast of the Royal Institute of British Architects, and the Birmingham and Five Counties Architectural Association was then proposed by the Professor of Fine Arts in the University of Birmingham. In the course of his remarks, Professor Bodkin said that it was in the public interest that the authority of architects should be upheld, and a law giving them rights similar to those enjoyed by the medical and legal professions was long overdue. Indeed, the time had come, he said, when no one should be allowed to erect a dwelling-house unless the plans had been prepared or passed by a professional architect. He also urged that architects should combine to resist, as far as possible, rashly planned works of destruction, and regretted that the reasonable views of the Fine Arts Commission were not always accepted.

In replying to this toast, the President of the Royal Institute of British Architects expressed the hope that architects will get a fair share of the work which may reasonably be expected to follow the present general improvement of trade, and the President of the Birmingham and Five Counties Association reminded his hearers that Birmingham did not possess many buildings of historic and artistic interest, and that the few it had were rapidly disappearing. Within the last few years the Blue Coat School, the Royal Society of Artists portico, Christ Church, with its portico and yard, and the Canal Offices had gone, and now King Edward's School—a building in perfectly sound condition, of real architectural importance, designed by Barry, and built of stone which had successfully withstood the atmosphere of Birmingham for a hundred years—was in course of demolition.

The toast of the guests was proposed by the Senior Vice-President of the Birmingham Association, Mr. S. N. Cooke [*F.*], and in responding to it the Director of Art Education of the City, Mr. H. H. Holden, said that the making or marring of the country was in the hands of the architects, and that something more was required of them than simply to produce objects of utility.

SOUTH WALES INSTITUTE OF ARCHITECTS (WESTERN BRANCH)

Annual General Meeting

The Annual General Meeting of the Western Branch of the South Wales Institute of Architects was held at Swansea on 24 February. The following officers were elected for the coming year:—

The following were elected to serve on the Executive Committee:
Chairman: Mr. G. R. H. Rogers [*L.*].
Hon. Secretary: Mr. J. Herbert Jones [*F.*].
Hon. Treasurer: Mr. O. S. Portsmouth [*A.*].
Hon. Auditor: Mr. Ernest E. Morgan [*F.*].
Committee: Mr. Edwin Smith, P.A.S.I. [*A.*], Mr. V. E. Ward, Mr. Ernest E. Morgan [*F.*], Mr. W. S. P. Cottrell, and Mr. F. A. Broad, F.S.I. [*L.*].
Students' Representatives: Mr. E. H. Billings and Mr. B. T. Llewellyn.

The following were elected as representatives of the Branch on the Council of the South Wales Institute of Architects:—
Mr. J. Herbert Jones [*F.*], Mr. G. R. H. Rogers [*L.*], Mr. Edwin Smith, P.A.S.I. [*A.*], Mr. F. A. Broad, F.S.I. [*L.*], and Mr. Ernest E. Morgan [*F.*].
Students' Representative: Mr. B. T. Llewellyn.

School Notes

THE POLYTECHNIC SCHOOL OF ARCHITECTURE

The School had the honour of a visit from Mr. R. A. Duncan [*A.*], who lectured to the students "On Having a Point of View" on Thursday evening, 5 March. The lecture proved of great interest, and was followed by a brisk discussion. On 6 February a lecture was given in the Portland Hall by Mr. B. Lubetkin, dealing with reinforced concrete as an architectural medium, and the influence of the London Building Acts on its uses. The chairman for this meeting was Mr. C. D. Barnard, lecturer on the London Building Act at the School.

At the first general meeting of the recently formed Polytechnic Architectural Society, which was held in the Portland Hall in December, Mr. John Betjeman gave a lecture on the art of the film, illustrated by actual talkies, including several of Mr. Len Lye's abstract colour form films with musical synchronisation. At the January meeting Mr. A. D. Connell expounded the modernist creed, illustrating his points with slides. A discussion followed between Mr. Connell and Mr. Edwin Williams, Vice-President of the Society. The February meeting took the form of an exhibition of sketches by members of the Society Sketch Club. At this meeting Mr. J. D. M. Harvey criticised the work, and also gave a lecture on architectural perspective and drawing, illustrated by several of his own well-known drawings. On 11 March Mr. Darcy Braddell lectured to the Society on "The Future of Domestic Architecture." The President of the Society, Mr. Alfred C. Bossom, took the chair.

Membership Lists

APPLICATIONS FOR MEMBERSHIP
ELECTION: 6 APRIL 1936

In accordance with the terms of Bye-laws 10 and 11, an election of candidates for membership will take place at the Council Meeting to be held on Monday, 6 April 1936. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Bye-laws are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Tuesday, 31 March 1936.

AS HON. CORRESPONDING MEMBER (1)

MOLOKIN : ALEXANDER, Professor of the Institute of Engineers and Builders in Kharkov and Head of the Architectural Planning Section ; Member of the Council of the Architects' Association in Kharkov ; Head of the Section of Architectural Education ; Expert of the Municipal Council in Kharkov. Gospitalnaia 14, Kharkov. Proposed by the Council.

AS FELLOWS (7)

BROAD : KENNETH STEPHEN [*A.* 1911], 88, Gower Street, W.C.1 ; 2 The Waldrons, Croydon, Surrey. Proposed by Henry J. Chetwood, Alan G. Brace and T. F. W. Grant.

HARLAND : PETER JOHN BLUNDELL, A.A.Dip. [*A.* 1930], 13 Manchester Square, W.1. Proposed by Robert Atkinson, W. H. Ansell and Howard Robertson.

ROBERTS : ARTHUR BEAVER LLEWELYN [*A.* 1920], 8 Sumner Place, S.W.7 ; Studfall Ridge, Lympne Hill, Kent. Proposed by Cedric Ripley, Michael Waterhouse and A. H. Moberly.

WHITBY : CHARLES [*A.* 1921], 14 Ashley Avenue, Epsom. Proposed by T. F. W. Grant, W. J. Palmer Jones and Courtenay M. Crickmer.

And the following Licentiates who have passed the qualifying Examination :—

ALLWARD : HUGH LACHLAN, 61, Yorkville Avenue, Toronto ; 192 Glen Rose Avenue, Toronto. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

BARBER : FREDERICK, Bank Chambers, 4, Market Place, Kingston-on-Thames ; The Cedars Cottage, Portsmouth Road, Surbiton, Surrey. Proposed by A. H. Jones, A. Jessop Hardwick and S. P. Anderson.

SHARP : ROBERT, 28, Victoria Street, S.W.1 ; 74 Dora Road, Wimbledon Park, S.W.19. Proposed by Sidney C. Clark, S. H. Egan, and P. Ion Elton.

AS ASSOCIATES (25)

BAILLIE : JOHN SOMERVILLE [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination]. Deanwood, Pencaitland, East Lothian. Proposed by W. J. Walker Todd, John Begg and A. H. Balfour Paul.

BLOORE : DAVID BURCH [Final], 79, Gladstone Road, Sparkbrook, Birmingham. Proposed by Philip B. Chatwin, John B. Surman and George Drysdale.

BOLTON : THOMAS PORTEOUS, B.Arch. [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination]. 3 Park Road, Preston, Lancs. Proposed by Professor Lionel B. Budden, Ernest Marshall and Edward R. F. Cole.

BOTT : MISS DORIS MARY, Dip.Arch.Liverpool [Passed five years course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], 35 St. Aldates, Oxford. Proposed by Professor Lionel B. Budden, R. Fielding Dodd and Harold E. Davies.

BROWN : AUSTEN KIRKUP, B.A.(Arch.) Dunelm [Final], 16, Valebrooke Avenue, Sunderland. Propsed by Professor R. A. Cordingley, Thomas R. Milburn and H. L. Hicks.

BUNNEY : MRS. CHARLOTTE [Passed five years' course at the Architectural Association. Exempted from Final Examination], 13 Downshire Hill, N.W.3. Proposed by John Grey, J. Murray Easton and L. H. Bucknell.

COTON : THOMAS JAMES [Passed five years' course at the Birmingham School of Architecture. Exempted from Final Examination], 199 Lightwoods Road, Bearwood, Smethwick, Staffs. Proposed by George Drysdale, John B. Surman and Holland W. Hobbiss.

DAVY : GEOFFREY [Passed five years' course at the Leeds School of Architecture. Exempted from Final Examination], Oak Garth, Ben Rhydding, Ilkley, Yorks. Proposed by Blakeley R. Gribbon, F. L. Charlton and Joseph Addison.

EDWARDS : CLAUD DOUGLAS [Passed five years' course at the Birmingham School of Architecture. Exempted from Final Examination], 2 New Road, Netherton, Worcestershire. Proposed by George Drysdale, John B. Surman and A. T. Butler.

FERRIBY : EDWARD ASHTON, B.Arch.Liverpool [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], The School of Architecture, University of Liverpool, Liverpool. Proposed by Professor Lionel B. Budden, J. Ernest Marshall and Edward R. F. Cole.

FISH : JOHN [Final], 951 St. James Street, Montreal, P.Q., Canada. Proposed by Robert H. Macdonald, Geo. A. Ross and Philip J. Turner.

HEWITT : ALFRED WILLIAM ROBERT [Final], Burrland, Crockenhill Road, Swanley, Kent. Proposed by W. H. Robinson, Henry V. Ashley and F. Winton Newman.

HILL : HENRY ALEXANDER [Passed five years' course at Armstrong College School of Architecture (University of Durham), Newcastle-upon-Tyne. Exempted from Final Examination], 52 Ewesley Road, Sunderland, Co. Durham. Proposed by W. Milburn, S. W. Milburn and Professor R. A. Cordingley.

HODGSON : ALAN HEW [Final], 288 Ivydale Road, S.E.15. Proposed by John Grey, F. Winton Newman and Henry V. Ashley.

KAYE : DUNCAN [Final], 12, Warwick Avenue, Earlsdon, Coventry. Proposed by Rupert Savage, A. Southcombe Parker and Briant Poulter.

KNOTT : EDMUND VERNON [Passed five years' course at the University of Sheffield, Department of Architecture. Exempted from Final Examination], 14 Bents Drive, Sheffield, 11. Proposed by Stephen Welsh, H. B. S. Gibbs and J. Mansell Jenkinson.

LOMAX : RICHARD FRANKLIN [Passed five years' course at the Architectural Association. Exempted from Final Examination], 30 Tillotson Road, Edmonton, N.9. Proposed by John Grey, Julian Leathart and J. Murray Easton.

MCKAY : JOSEPH [Passed five years' course at the Glasgow School of Architecture. Exempted from Final Examination], 25 Stirling Road, Causewayhead, Stirling, Scotland. Proposed by T. Harold Hughes, William J. Smith and A. Ernest Heazell.

PENLINGTON : PHILIP JOSEPH NIELD [Passed five years' course at the Leeds School of Architecture. Exempted from Final Examination], The Marsh, Hemsworth, near Pontefract. Proposed by F. L. Charlton, Victor Bain and H. A. Johnson.

ROBINSON : GEORGE DUNCAN [Final], Sunnyside, 310 Bramhall Lane South, Davenport, Stockport. Proposed by John B. Surman, Arthur Ashton and Charles H. Aslin.

SADLER : ERNEST HOWARD [Final], c/o 9 Hobart Place, Eaton Square, S.W.1. Proposed by E. W. Armstrong, Graham R. Dawbarn and George H. Widdows.

SCATCHARD : HAROLD WILKINSON, Dip.Arch.Leeds [Passed five years' course at the Leeds School of Architecture. Exempted from Final Examination], Sylcote, St. Catherine's Walk, Oakwood, Leeds, 8. Proposed by G. H. Foggitt, Blakeley R. Gribbon and Victor Bain.

STEGMANN : GEORGE FREDERICK CHARLES [Final], P.O. Box 344, Pretoria. Proposed by G. Grey Wornum, John Grey and L. H. Bucknell.

THOMAS : IEUAN GWYNN [Passed five years' course at the Welsh School of Architecture, The Technical College, Cardiff. Exempted from Final Examination], Ty-Porth, Llanover, Abergavenny. Propsed by Charles F. Ward, W. S. Purchon and T. Alwyn Lloyd.

WARREN : EDWARD PETER [Passed five years' course at the Architectural Association. Exempted from Final Examination], "Mark Ash," Hawthorne Road, Bickley, Kent. Proposed by John Grey, L. H. Bucknell and Julian Leathart.

AS LICENTIATES (6)

BAILEY : REGINALD THOMAS, County Architect's Department, Bucks County Council, County Offices, Walton Street, Aylesbury ; "Wintonbury," 11, Vale Road, Aylesbury, Bucks. Proposed by W. T. Higgins, L. W. Barnard and applying for nomination by the Council under the provisions of Bye-law 3 (d).

BAIN : FINLAY, c/o War Department, Catterick Camp, Yorks. ; The Grove, 37 French Gate, Richmond, Yorks. Applying for nomination by the Council under the provisions of Bye-law 3 (d)

GARWOOD : ALFRED CHARLES, London County Council Architect's Department, County Hall, S.E.1 ; 32 Dawlish Avenue, Palmers Green, N.13. Proposed by E. P. Wheeler, N. Elliot and Alfred H. Barnes.

RALLING : THOMAS STAFFORD LISLE, County Architect's Department, Devon County Council, 97 Heavitree Road, Exeter ; 133 Exeter Road, Exmouth. Proposed by H. V. de C. Hague and the President and Hon. Secretary of the Devon and Cornwall Architectural Society under the provisions of Bye-law 3 (a).

WALKER : CYRIL HERBERT, Valuer, County Borough of Croydon, Wellesley Road, Croydon : Proposed by Ernest J. Pomeroy, Joseph Foy and James R. Adamson.

WHITE : HORACE GILDARD, H.M. Office of Works, 122 George Street, Edinburgh ; 68 Mirchiston Avenue, Edinburgh. Proposed by G. P. H. Watson and applying for nomination by the Council under the provisions of Bye-law 3 (d).

ELECTION OF MEMBERS : 9 MARCH 1936

In accordance with the terms of Bye-laws 10 and 11, the following candidates for membership were elected at the Council Meeting held on Monday, 9 March 1936.

AS HON. CORRESPONDING MEMBERS (2)

ARKIN : DAVID EPHIMOVITCH, Professor of History of Architecture, Architectural Academy (Moscow) and Institute of Architecture ; Member of Committee, Union of Soviet Architects ; Moscow.

COLLEY : NICHOLAS, Professor of Architecture ; Moscow.

AS FELLOWS (5)

CASH : HERBERT WILLIAM [*A.* 1919].

DAWE : SYDNEY [*A.* 1896].

MACKENZIE : KENNETH BEAUMONT, M.C. [*A.* 1919], Bibury, Gloucestershire.

MUSMAN : ERNEST BRANDER, B.A.Lond. [*A.* 1915].

And the following Licentiate who has passed the qualifying Examination :—

STILLMAN : ARCHIBALD CHARLES HENRY, Stafford.

AS ASSOCIATES (71)

ARTHUR : GEORGE [Passed five years' course at the Glasgow School of Architecture. Exempted from Final Examination], Airdrie.

ATKINSON : WALTER WARNE [Passed five years' joint course at the Department of Architecture, The Northern Polytechnic (London) and the Architectural Association. Exempted from Final Examination].

BEECROFT : CHARLES ROY [Final], Portishead, Somerset.

BOWEN : HARMAN AARON [Final].

BRADLEY : GEORGE BIRCHENALL [Final].

BROOKS : ARTHUR [Final], Stalybridge, Cheshire.

BROWN : STANLEY TREVOR [Final], Bootle, Liverpool.

BURNETT : LESLIE HOWARD, B.Arch. [Passed five years' course at the School of Architecture, University of Liverpool. Exempted from Final Examination], Liverpool.

CHASSER : GEORGE MCDONALD [Final], Leicester.

COLCLOUGH : THOMAS JAMES HANCOCK [Final], Kidsgrove, Stoke-on-Trent.

COOPER : ARTHUR ERNEST [Final], Flixton.

COOPER : LAURENCE WILLIAM ALEXANDER [Final], Leicester.

CREMER : LEWIS BERNARD HENRY [Final], Sittingbourne.

DOUGLAS : JAMES [Passed five years' course at the School of Architecture, Edinburgh College of Art, Exempted from Final Examination].

DUMBLE : ALAN [Final].

DUNGEY : WILLIAM JOHN HUGH [Final], Plymouth.

DYER : LEONARD STACEY [Final], Westcliff-on-Sea.

ELSEY : ARTHUR VALENTINE [Passed five years' course at the Architectural Association. Exempted from Final Examination].

EPPS : MISS CAMILLA ELISABETH [Passed five years' course at the Architectural Association. Exempted from Final Examination].

FOWLER : NORMAN HAROLD [Final], Leeds.

FOX : EWART LYNDALL [Final], Yeovil, Somerset.

FURNISS : MARTIN DUMVILLE [Passed five years' course at the Architectural Association. Exempted from Final Examination].

GALLOWAY : WILFRED BONHAM [Passed five year's course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].

GERRARD : PHILIP [Final], Nottingham.

GILLAM : DAVID RODNEY [Passed a qualifying Examination approved by the Board of Architectural Education of the Royal Australian Institute of Architects].

GOULDEN : GONTRAN ICETON [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].

HICKS : TREGARTHEN CHARLES GLANVILLE [Special partial exemption from Final Examination. Passed Examination in Thesis].

HOARE : ERIC LESTER TREADAWAY [Final].

HOUFE : ERIC ALFRED SCHOLEFIELD [Final], Bedford.

HOUGH : ERIC [Final], Altrincham, Cheshire.

JACKSON : HARRY [Final].

JONES : DAVID ARCHIBALD [Final].

KERR : ADAM BRYCE [Passed five years' course at the School of Architecture, Edinburgh College of Art. Exempted from Final Examination], Edinburgh.

KWAN : WING HONG [Passed five years' course at the Architectural Association. Exempted from Final Examination].

LE MARE : BERNARD ARTHUR [Passed five years' course at the Architectural Association. Exempted from Final Examination].

LOWRY : WILFRED LAURENCE [Final], Southport.

LYONS : EDWARD DOUGLAS [Final].

M'CAUGHAN : REGINALD ELLERSLEY MANIFOLD [Passed five years' course at the Liverpool School of Architecture, the University of Liverpool. Exempted from Final Examination], Belfast.

MANN : ROBERT HARWOOD [Passed five years' course at the Leeds School of Architecture. Exempted from Final Examination], Leeds.

METAYERS : HENRY ALFRED [Special Final Examination], Dover.

NORTH : THOMAS EUGENE [Special Final Examination], Barking.

PARKER : ROBERT GEOFFREY [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination], Norwich.

PITT : HAL LUNGLEY [Final].

POWELL : JOHN ARDERN, B.A. [Passed five years' joint course at the School of Architecture, Cambridge University and the Architectural Association. Exempted from Final Examination], Torquay.

PRIESTMAN : HAROLD DENT [Final], Hull.
RANSOM : GEOFFREY FREDERICK [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].
REECE : NOEL LEES [Final], Southsea.
REID : JAMES GEORGE [Final], Clevedon, Somerset.
RISDON : FRANK HERIOT [Passed five years' joint course at the Department of Architecture, The Northern Polytechnic (London) and the Architectural Association. Exempted from Final Examination].
RUSSELL : ARTHUR FREDERICK [Final].
SHORT : HAROLD [Final].
SIGGERS : RAYMOND RUSH [Final], Leicester.
SOMJEE : HABIB JUSABBHOY ALLADINBHOY, B.A., Dip.Arch.(Lond.) [Passed five years' course at the Bartlett School of Architecture, University of London. Exempted from Final Examination].
STOWER : FRANK [Final], Dorking.
SUTTON : ALLAN [Final].
TABERNER : EDGAR [Final], Chester.
TAYLOR : ERNEST [Final], Carlisle.
THOMAS : ARTHUR ALBERT [Final].
TIMMIS : GEORGE CHARLES [Passed five years' course at the Liverpool School of Architecture, University of Liverpool. Exempted from Final Examination].
TOWNSEND : DOUGLAS CHARLES [Final], Knutsford, Cheshire.
TWEDDELL : NOEL [Final].
WEIR : ERNEST JOHN [Final], Edinburgh.
WEST : FRANK GEORGE [Final].
WESTON : NORMAN ERNEST GODFREY [Final], Birkenhead.
WHATMORE : CHARLES SYDNEY [Special Final Examination].
WHEATLEY : NORMAN [Final], Blackburn.
WILSON : EDWARD PATRICK [Final].
WILSON : RONALD JOHN [Final], Nottingham.
WOOD : LESLEY [Final], Derby.
YOUNG : LEONARD JAMES [Final].
YOUNG : RONALD MCPHERSON WATSON [Final], Troon, Ayrshire.

AS LICENTIATES (6)

COWEN : MAURICE, Johannesburg.
DUREY : PRESTON BURRELL, Sunderland.
EDGINGTON : HENRY JOHN, Abingdon, Berks.
FRYER : ARTHUR BERNARD STEPHENSON, Wirral, Cheshire.
SMITH : FREDERICK CARTER JOHN, Northampton.
THURLEY : CYRIL FREDERICK JAMES, Paignton.

R.I.B.A. PROBATIONERS

During the month of February 1936, the following were enrolled as Probationers of the Royal Institute :—

ANDERSON : JAMES, 48 Highbury Grove, N.5.
AYRES : ARTHUR WILLIAM, 7 Houghton Street, West Hartlepool, Durham.
BANCROFT : CHARLES NIEL, Parsonage Road, Hyde, Cheshire.
BARNE : IVO MILES, Hollies, Dunwich, Suffolk.
BOWDEN : CYRIL, 5 Mersey Road, Heaton Mersey, Manchester.
BRADFORD : PHILIP GEORGE, "Innisfree," Western Road, Horfield, Bristol.
BROWN : ALBERT ERIC, 46 Hotham Road, Putney, S.W.15.
BUCKLEY : (MISS) DIANA, 156 Haverstock Hill, N.W.3.
CAHILL : EDWARD, 480 Great Cheetham Street East, Higher Broughton, Salford, Lancs.
CAVANAGH : EDMUND JOHN, 207 Valley Road, Streatham, S.W.16.
COVERDALE : FRANK LAWSON, 1 West Terrace, Northallerton, Yorks.
CRAGGS : JOHN BRABANT, "Enfield," The Grove, Gosforth, Newcastle-upon-Tyne, 3.
CROOK : PETER HOWE, 2 Chiswick Place, Eastbourne, Sussex.
DELSON : EDWARD, Brown House, The Ridgeway, Mill Hill, N.W.7.
FAIRWEATHER : GEOFFREY HUBERT, Crossways, Oakhill Road, Sevenoaks, Kent.
FORD : WILLIAM HUGH, 45 Charlestown Road, St. Austell, Cornwall.
GEMMELL : ARTHUR, 10 Granville Terrace, Guiseley, Leeds.
GEORGE : STEPHEN, 7 Douglas Street, Walney Island, Barrow-in-Furness, Lancs.
HADLAND : JOHN LEWIS, 16 Pinkett Street, Barbourne, Worcs.
HALL : HUMPHREY JOHN, 10a Hornsey Lane, Highgate, N.6.
KANDA : GURDAS RAM, Overseer, J.S. Railway Comp : Sasan, P.O. Talala, Via Veraval (Kathiawar), India.
KAUFMAN : AUBREY, 67 Aberdare Gardens, London, N.W.6.
KENNEDY : JOHN NEIL, 10 Downside Crescent, London, N.W.3.
LEONARD-WILLIAMS : DAVID HAIGH, The Vicarage, Buckland Monachorum, S. Devon.
LUNTZ : ABRAHAM, 10 Selborne Street, Liverpool, 8, Lancs.
MCROBIE : ALEXANDER, 47 Glenbervie Road, Terry, Aberdeen.
MAGNAY : GEORGE EDGAR, 3 Devonshire Place, Jesmond, Newcastle-upon-Tyne, 2.
NEWTON : ROLAND, "Selwyn," West Street, Bolton, Lancs.
ROGERS : REGINALD GEORGE, 126 Utting Avenue, Anfield, Liverpool.
ROTHWELL : RONALD, 299 Windsor Road, Oldham.
ROYLE : ERIC VERNON, 351 Woodborough Road, Nottingham.
TAYLOR : ALEXANDER HAMISH, 21 Albert Street, Aberdeen.
TAYLOR : BRIAN DOUGLAS ANTHONY OGILVIE, "Whitecroft," Guildford Road, South Farnborough, Hants.
THOMAS : GODFREY MAX, "Avilion," Newsome Road South, Huddersfield.
THORNTON : WALTER REAVELL, Clonard, Portadown, N. Ireland.
TOPLIS : GORDON MARTINEAU, Rankin Hall, 44 Ullet Road, Liverpool.
TREHEARNE : FREDERICK PETER CRAWLEY, Olde Place, Kenley, Surrey.
TURNER : (MISS) DOROTHY MAUD EMBREE, Hillcliffe, Woolton, Liverpool.
VEREY : DAVID CECIL WYNTER, Buckland Rectory, Broadway, Worcestershire.
WALLER : CHARLES ASHTON, 26 Temple Street, Aylesbury, Bucks.
YOUNG : JOHN SAMUEL AUCKLAND, "The Croft," Meadow Road, Urmston, Manchester.

ELECTION OF STUDENTS R.I.B.A.

The following were elected as Students R.I.B.A. at the meeting of the Council held on 9 March 1936 :—

ANNAN : WILLIAM ROBERTSON, 15 Lauder Road, Edinburgh, 9.
ARSCHAVIR : ARTHUR, 35 Moorland Road, Didsbury, Manchester.
BEALE : KEITH, 41 Tavistock Square, London, W.C.1.
BODDINGTON : HUMPHREY CYRIL BINDLOSS, 13 Abercromby Square, Liverpool, 7.
EGLIN : HENRY JAMES, 35 East Prescot Road, Liverpool, 14.
GEORGE : WILLIAM NORMAN BRUCE, 29 Ivanhoe Road, Sefton Park, Liverpool, 17.
HARRIS : CECIL JOHN, 73 Huddleston Road, London, N.7.
HOSKINGS : HERBERT NEVILLE, 164 Algernon Road, London, S.E.13.
INESON : GEORGE HUDSWELL, 2 Portland Street, Commercial Road, London, E.1.
JENKINS : DAVID THOMAS, 36 Kincraig Street, Cardiff.
JOHNSON : NORMAN WILLIAM, 14 Estcourt Avenue, Headingley, Leeds, 6.
KIMM : CHARLES FRANCIS, 19 Crown Terrace, Richmond, Surrey.
KNOTT : (MRS.) EILEEN ELIZABETH, 25 Somerset Road, Birmingham, 15.
MILSOM : FRANK GEORGE, 13 Leconfield Road, Canonbury, N.5.
NEWTON : ROLAND, Selwyn, West Street, Bolton.
PEADON : ARTHUR REGINALD, Beamish House, The Avenue, Birtley, Co. Durham.
PURNELL : NORMAN KEET, Southview, 11 Selcroft Road, Purley, Surrey.
ROOM : (MISS) DOROTHY MARY HEATHER, 26 St. Georges Road, Bickley, Kent.
STONES : JOHN CHARLES VARLEY, 96 Bedford Street South, Liverpool, 7.
TREHEARNE : FREDERICK PETER CRAWLEY, Olde Place, Kenley, Surrey.

Notices

THE EIGHTH GENERAL MEETING, MONDAY, 23 MARCH 1936, AT 8 P.M.

The Eighth General Meeting of the Session 1935-36 will be held at 8 p.m. on Monday, 23 March 1936, for the following purposes :—

To read the Minutes of the Seventh General Meeting held on 9 March 1936 ; formally to admit members attending for the first time since their election ;

To read the following paper : " Architectural Education," by Mr. W. H. Ansell, M.C. [*F.*].

THE NINTH GENERAL MEETING, MONDAY, 6 APRIL 1936, AT 8.30 P.M.

The Ninth General Meeting of the Session 1935-36 will be held at 8.30 p.m. on Monday, 6 April 1936, for the following purposes :—

To read the Minutes of the Eighth General Meeting held on 23 March, 1936.

To present the Royal Gold Medal 1936 to Mr. Charles Henry Holden, F.R.I.B.A.

Evening Dress optional.

BRITISH ARCHITECTS' CONFERENCE, SOUTHAMPTON, 24-27 JUNE 1936

The Annual Conference of the Royal Institute of British Architects and of its Allied and Associated Societies will take place at Southampton from 24 to 27 June 1936.

The Hampshire and Isle of Wight Architectural Association have in hand the preparation of a most attractive programme, and particulars will be issued in due course.

All members and students of the R.I.B.A. and all members and students of the Architectural Association and the Allied Societies are cordially invited to attend the Conference.

It is expected that there will be a large attendance of members from all parts of the country, and they are urgently requested to arrange for their hotel accommodation at the earliest possible date so as to avoid the risk of disappointment.

The Executive Committee of the Conference have kindly furnished a list of hotels, with charges, together with a plan of Southampton showing the positions of hotels, Conference centres, etc. Copies of these may be obtained on application to the Secretary R.I.B.A.

BUILDING SURVEYING EXAMINATIONS

The R.I.B.A. Statutory Examination qualifying for candidature as District Surveyor in London and the R.I.B.A. Examination qualifying for candidature as Building Surveyor under Local Authorities will be held at the R.I.B.A. on 22, 23 and 24 April 1936.

Applications for admission to either examination must be made not later than 1 April 1936, on the prescribed form to be obtained from the Secretary R.I.B.A., 66 Portland Place, London, W.1.

R.I.B.A. ANNUAL RECEPTION

The Council have decided to hold a Reception at the R.I.B.A. on Wednesday, 20 May 1936, from 9 p.m. to 12 p.m. Further details will be published in due course

PROFESSIONAL INDEMNITY INSURANCE

The Practice Standing Committee and the Council, in directing the attention of members to the article by Mr. Maurice Webb, Chairman of the A.B.S. Insurance Committee, published in the JOURNAL of 9 February 1935, on pages 456-457, would urge upon members the importance of insuring against claims which may be made against them by clients.

As pointed out by Mr. Webb, only 15 per cent. of independent practising architects in the United Kingdom are insured against such claims and, further, that fact makes it incumbent upon underwriters to charge premiums considerably higher in rate than would be necessary if the profession generally made a practice of insuring.

Members, therefore, who are not at present covered by a professional indemnity policy are urged, both in their own interests and in the interests of the profession as a whole, seriously to consider the points in Mr. Maurice Webb's article and write to the Secretary of the A.B.S. for full particulars of the policies which are obtainable.

THE USE OF THE TITLES " CHARTERED ARCHITECT " AND " REGISTERED ARCHITECT "

Now that the Registration Act is in force the Council have been asked to give advice with regard to the best way to use the title " Registered Architect " by members of the R.I.B.A. who have been placed on the Register, and who already have the right to use the designation " Chartered Architect."

The Council recommend that members of the R.I.B.A. who have been registered should use the designation " Chartered and Registered Architect."

THE R.I.B.A. REGISTER OF ASSISTANTS SEEKING ENGAGEMENTS

Members and Students of the R.I.B.A. and the Allied and Associated Societies are reminded that a Register of Assistants seeking engagements is kept at the offices of the Royal Institute.

An assistant seeking employment should obtain from the Secretary R.I.B.A. the necessary form (to be filled up in duplicate) on which particulars must be given as to the applicant's age, qualifications, salary required, references, etc.

The application will hold good for one month from the date of receipt, after which it must be renewed unless the applicant has meanwhile obtained employment.

Architects, whether members of the R.I.B.A. or not, will be furnished on application with the names and addresses of persons desiring employment as assistants, improvers or clerks of works as the case may be. Architects applying for assistants should give the following particulars of their requirements : (1) whether temporary or permanent engagement ; (2) junior or senior assistants ; (3) particulars of duties and style of work ; (4) salary offered.

ASSOCIATES AND THE FELLOWSHIP

Associates who are eligible and desirous of transferring to the Fellowship are reminded that if they wish to take advantage of the election to take place on 22 June 1936 they should send the necessary nomination forms to the Secretary R.I.B.A. not later than Saturday, 4 April.

LICENTIATES AND THE FELLOWSHIP

The attention of Licentiates is called to the provisions of Section IV, Clause 4 (*b*) and (*cii*), of the Supplemental Charter of 1925. Licentiates who are eligible and desirous of transferring to the Fellowship can obtain full particulars

on application to the Secretary R.I.B.A., stating the clause under which they propose to apply for nomination.

THE NATIONAL ASSOCIATION OF WATER USERS

Members are reminded that the National Association of Water Users, on which the R.I.B.A. is represented, exists for the purpose of protecting the interests of consumers.

Members who experience difficulties with water companies, etc., in connection with fittings are recommended to seek the advice of the Association. The address of the Association is 46 Cannon Street, London, E.C.4.

NEW BUILDING MATERIALS AND PREPARATIONS

The Science Standing Committee wish to draw attention to the fact that information in the records of the Building Research Station, Garston, Watford, is freely available to any member of the architectural profession, and suggest that architects would be well advised, when considering the use of new materials and preparations of which they have had no previous experience, to apply to the Director for any information he can impart regarding their properties and application.

CESSATION OF MEMBERSHIP

Under the provisions of Bye-law 21 the following has ceased to be a member of the Royal Institute :—

As Licentiate

Ernest George Luscombe.

Competitions

The Council and Competitions Committee wish to remind members and members of Allied Societies that it is their duty to refuse to take part in competitions unless the conditions are in conformity with the R.I.B.A. Regulations for the Conduct of Architectural Competitions and have been approved by the Institute.

While, in the case of small limited private competitions, modifications of the R.I.B.A. Regulations may be approved, it is the duty of members who are asked to take part in a limited competition to notify the Secretary of the R.I.B.A. immediately, submitting particulars of the competition. This requirement now forms part of the Code of Professional Practice in which it is ruled that a formal invitation to two or more architects to prepare designs in competition for the same project is deemed a limited competition.

BELFAST : NEW WATER OFFICES

The Belfast City and District Water Commissioners are proposing to hold a competition for new Office Buildings and Mr. H. Austen Hall [*F.*] has been appointed to act as Assessor. Conditions are not yet available.

BIRMINGHAM : NEW CENTRAL TECHNICAL COLLEGE, ETC.

The Corporation of the City of Birmingham are to hold a competition for a new Central Technical College, Commercial College and School of Arts and Crafts. Mr. J. R. Adamson [*F.*] has been appointed to act as Assessor and the premiums to be offered will be £750, £500 and £250. Conditions will be issued in the near future.

COVENTRY : BABLAKE SCHOOL, NEW SCIENCE BLOCK

The Governors of Bablake School, Coventry, invite architects of British nationality practising in the County Borough of Coventry to submit in competition designs for a new Science Block.

Assessor : Mr. L. H. Bucknell [*F.*].
Premiums : £50, £25 and £10.
Last day for receiving designs : 9 May 1936.
Last day for questions : 20 March 1936.

Conditions of the competition may be obtained on application to Mr. A. H. Mason, Clerk to the Governors, General Charities Office, Coventry.

DONCASTER : GRAMMAR SCHOOL

The Doncaster Education Committee are proposing to hold a competition for a new Grammar School and Professor W. G. Newton [*F.*] has been appointed to act as Assessor. Conditions are not yet available.

DUNDEE : COLLEGE OF ART

The Dundee Institute of Art and Technology are to hold a competition for the Duncan of Jordanstone College of Art and Mr. J. R. Leathart [*F.*], has been appointed to act as Assessor. Conditions are not yet available.

EDMONTON : NEW TOWN HALL BUILDINGS

The Edmonton Urban District Council are proposing to hold a competition for new Town Hall Buildings, and Mr. E. Berry Webber [*A.*] has been appointed to act as Assessor. No conditions are available yet.

FOLKESTONE : PUBLIC ELEMENTARY SCHOOLS

The Folkestone Borough Council invite architects of British nationality to submit in competition designs for new Public Elementary Schools, to accommodate 650 children, to be erected at Surrenden Road, Folkestone.

Assessor : Mr. Verner O. Rees [*F.*].
Premiums : £200, £125 and £75.
Last day for receiving designs : 1 May 1936.
Last day for questions : 31 March 1936.

Conditions of the competition may be obtained on application to Mr. J. A. Wilkinson, Clerk of the Folkestone Borough Education Committee, Education Offices, Old Harvey Grammar School, Foord Road, Folkestone. Deposit, £1 1s.

GLAMORGAN : NEW PUBLIC HEALTH HOSPITAL

The Glamorgan County Council invite architects of British nationality to submit in competition designs for a new Public Health Hospital to be erected at Church Village, near Pontypridd, Glamorgan.

Assessors : Mr. E. Stanley Hall, Vice-President R.I.B.A.
Mr. W. James Nash [*F.*].
Premiums : £500, £300 and £150.
Last day for receiving designs : 29 May 1936.
Last day for questions : 28 February 1936.

Conditions of the competition may be obtained from Mr. Henry Rowland, Clerk of the Glamorgan County Council, Glamorgan County Hall, Cardiff. Deposit £1 1s.

LUTON : NEW SECONDARY SCHOOL

The Bedfordshire County Council invite Registered Architects of British nationality to submit in competition designs for a new Secondary School for Boys at Luton.

Assessor : Professor W. G. Newton [*F.*].
Premiums : £200, £100 and £50.
Last day for receiving designs : 27 May 1936.
Last day for questions : 25 March 1936.
Conditions of the competition may be obtained on application to the Clerk of the County Council, Shire Hall, Bedford. Deposit £1 1s.

NEWCASTLE-UNDER-LYME : BLOCK OF SHOPS AND OFFICES

The Borough of Newcastle-under-Lyme are proposing to hold a competition for a new Block of Shops and Offices, and Mr. H. S. Fairhurst [*F.*], of Manchester, has been appointed to act as Assessor. No conditions are available yet.

SOUTH SHIELDS : ASSEMBLY HALL

The South Shields Town Council propose to hold a competition for an Assembly Hall to be erected on a site at the rear of the Town Hall. Mr. Arthur J. Hope [*F.*] has been appointed to act as Assessor. Conditions are not yet available.

SOUTHPORT : NEW CIVIC BUILDINGS

The Southport Town Council invite architects of British nationality to submit, in competition, designs for new civic buildings, comprising police headquarters, fire station, courts, etc., on the " Woodlands " site.

Assessor : Mr. E. Vincent Harris, O.B.E. [*F.*].
Premiums : £300, £200 and £100.
The last day for receiving designs has been extended to 31 March 1936.
Last day for questions : 1 January 1936.

COMPETITION FOR JOINT RAILWAY RECEIVING OFFICES IN LONDON

The four main railway companies (L.N.E.R., L.M.S., G.W.R. and Southern) are proposing to hold a competition for a design for Standard Joint Railway Receiving Offices in London, and the following have been appointed to act as Assessors : Mr. L. H. Bucknell [*F.*], Mr. C. Grasemann, Mr. W. H. Hamlyn [*F.*], Mr. Charles Holden [*F.*], Vice-President, R.I.B.A. No conditions are available yet.

CARPET DESIGN COMPETITION

The *Furnishing Trades' Organiser* is promoting a competition for designs for five types of carpet, with two prizes in each class of £5 and £2 10s. There is also a special prize of £2 10s. for the best design submitted by a student aged 18 or under. Students of recognised Schools of Art or Technology in the British Isles are eligible to compete. Full conditions of the competition are published in the *Furnishing Trades' Organiser* for January 1936. The closing date for entries is 31 March 1936.

GRANITE COMPETITION : ENTRANCE TO A TUNNEL

The Architectural Association are organising a competition for the Cornish Quarry Masters' Association for a design for An Entrance to a Tunnel carried out in granite.

Assessors : The Hon. H. A. Pakington [*F.*].
Mr. C. Lovett Gill [*F.*].
Mr. H. S. Goodhart-Rendel [*F.*].
Mr. M. L. Wetherall (representing the Cornish Quarry Masters' Association).
Premiums : £25, £15 and £10.
Last day for submitting designs : 6 April 1936.
Conditions of the competition may be obtained on application to the General Secretary, Architectural Association, 34-36, Bedford Square, London, W.C.1.

COMPETITION RESULT

SALISBURY, SOUTHERN RHODESIA : NEW PARLIAMENT HOUSE

1. Mr. E. Berry Webber [*A.*] (London).
2. Mr. H. G. Porter [*A.*] (London).
3. Mr. G. Grenfell Baines [*Student*] (Preston).
4. Messrs. Carr and W. F. Howard [*A.*] (London).

Members' Column

Owing to limitation of space, notices in this column are restricted to changes of address, partnerships vacant or wanted, practices for sale or wanted, office accommodation, and appointments vacant. Members are reminded that a column in the Advertisement Section of the Journal is reserved for the advertisements of members seeking appointments in architects' offices. No charge is made for such insertions and the privilege is confined to members who are definitely unemployed.

PARTNERSHIP WANTED

A.R.I.B.A., Soane Medallist, with over 20 years' various experience, seeks partnership in established firm in London or country. Some capital available.—Box 1136, c/o Secretary R.I.B.A.

NEW PARTNERSHIP

Messrs. Stock, Page & Stock have now taken into partnership Mr. Terence Culmer Page [*A.*], A.A. (Dip.). The firm will continue to transact business under the old-established title of Stock, Page & Stock.

A.R.I.B.A. (40), with first-class experience and exceptional qualifications in design and carrying out of all classes of work, now completing ten years as Senior Assistant to eminent architect R.A., desires to meet architect with established town or country practice with view to partnership. Capital available.—Box No. 1336, c/o Secretary R.I.B.A.

PRACTICE FOR SALE

West of England Practice for sale at three years' purchase (gross). Office premises may be purchased in addition if desired. The practice is well established, is flourishing, and shows gratifying yearly increase. Owner would remain for any reasonable period and the name could be retained by arrangement. Best of all reasons for selling.—Box No. 1236, c/o Secretary R.I.B.A.

SECRETARY FREE

Member of the Institute would like to recommend Female Secretary (27), architectural and literary experience, requiring full-time job London. Shorthand, typing, office routine.—Write, B.M./2PAB, London, W.C.1.

WANTED

Mr. Thomas E. Scott [*F.*], head of the Department of Architecture, Northern Polytechnic, Holloway, N.7, would be grateful to hear from any member who could let him have a copy of the *Architectural Review* for February 1936. Payment will be made.

PRACTICE TAKEN OVER

The architectural and town-planning practice of the late Mr. Edward Unwin [*A.*] has been taken over by Messrs. Paul V. Mauger, A.M.T.P.I. [*A.*], and Arthur J. May [*F.*], of 18 Queen Anne's Gate, S.W.1. (Whitehall 1343.)

MINUTES VII

SESSION 1935-1936

At the seventh general meeting of the Session 1935-1936, held on Monday, 9 March 1936, at 8 p.m.

Mr. Percy E. Thomas, O.B.E., President, in the chair.

The meeting was attended by about 230 members and guests.

The minutes of the sixth general meeting, held on 24 February 1936, having been published in the JOURNAL, were taken as read, confirmed and signed as correct.

The Hon. Secretary announced the decease of :—

Rudolf Dircks, elected Hon. Associate 1931. Mr. Dircks was Assistant Librarian of the R.I.B.A. from 1892 to 1896, Librarian from 1896 to 1930 and Editor of the JOURNAL from 1921 to 1930.

Jean Jacques Winders, elected Hon. Corresponding Member 1897.

Harold Johnson Vincent, elected Associate 1935.

And it was resolved that the regrets of the Institute for their loss be entered on the minutes and that a message of sympathy and condolence be conveyed to their relatives.

The following members attending for the first time since their election were formally admitted by the President :—

Fellow :

R. Briars.

Associates :

Arthur Brooks. Miss P. J. Owen.
Eric M. Galloway. H. Spencer Smith.
F. S. Wright.

Students :

William Alexander. I. H. Horsburgh.
C. H. Bompas. R. K. Rutherford.
A. B. Gavronsky. R. R. Tomalin.
George Gneditch. S. W. Tordoff.

The President alluded to the services rendered to the Royal Institute and the profession generally by Sir Ian MacAlister, M.A. Oxon, the Secretary, and unveiled the portrait painted by Mr. Harold Knight, A.R.A., for presentation to the Institute by members and members of Allied Societies.

Sir Ian MacAlister expressed his thanks to the meeting, and Mr. Harold Knight also spoke.

Mr. H. Chalton Bradshaw, C.B.E. [*F.*], having read a paper on "Some Recent Bridges," a discussion ensued, and on the motion of Mr. John D. Watson, President of the Institution of Civil Engineers, seconded by Sir Charles Bressey, C.B., C.B.E., a vote of thanks was passed to Mr. Bradshaw by acclamation and was briefly responded to.

The proceedings closed at 9.55 p.m.

Architects' and Surveyors' Approved Society

ARCHITECTS' ASSISTANTS' INSURANCE FOR THE NATIONAL HEALTH AND PENSIONS ACTS

Architects' Assistants are advised to apply for the prospectus of the Architects' and Surveyors' Approved Society, which may be obtained from the Secretary of the Society, 26 Buckingham Gate, London, S.W.1.

The Society deals with questions of insurability for the National Health and Pensions Acts (for England) under which, in general, those employed at remuneration not exceeding £250 per annum are compulsorily insurable.

In addition to the usual sickness, disablement, and maternity benefits, the Society makes grants towards the cost of dental or optical treatment (including provision of spectacles).

No membership fee is payable beyond the normal Health and Pensions Insurance contribution.

The R.I.B.A. has representatives on the Committee of Management, and insured Assistants joining the Society can rely on prompt and sympathetic settlement of claims.

A.B.S. Insurance Department

PENSION AND FAMILY PROVISION SCHEME FOR ARCHITECTS

This scheme has been formulated by the Insurance Committee of the Architects' Benevolent Society and is available to all members of the R.I.B.A. and its Allied and Associated Societies.

The benefits under the scheme include :—

(1) A Member's Pension, which may be effected for units of £50 per annum, payable monthly and commencing on attainment of the anniversary of entry nearest to age 65. This pension is guaranteed over a minimum period of five years and payable thereafter for the remainder of life.

(2) The Beneficiary's Pension, payable as from the anniversary mentioned in Benefit No. 1, but to the widow (or other nominated beneficiary) if the member dies before age 65. The amount of this pension is adjusted in accordance with the disparity between the ages of the member and his wife.

(3) Family Provision. Under this benefit a payment of £50 yearly is made to the dependent from the date of death of the member prior to age 65 until attainment of the anniversary previously mentioned, after which benefit No. 2 becomes available.

Provision can be made for any number of units (of £50 per annum) up to a maximum of £500 per annum.

Pension benefit only may be secured if desired and the pension commuted for a cash sum.

Members are entitled to claim rebate of Income Tax on their periodical contributions to the scheme both in respect of pension and of family provision benefit.

Full particulars of the scheme will be sent on application to the Secretary, A.B.S. Insurance Department, 66 Portland Place, W.1.

It is desired to point out that the opinions of writers of articles and letters which appear in the R.I.B.A. JOURNAL must be taken as the individual opinions of their authors and not as representative expressions of the Institute.

Members sending remittances by postal order for subscriptions or Institute publications are warned of the necessity of complying with Post Office Regulations with regard to this method of payment. Postal orders should be made payable to the Secretary R.I.B.A., and crossed.

R.I.B.A. JOURNAL

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